



MSP Noise News

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

MAC, Cities Reach Noise Mitigation Agreement

Implementation of an expanded residential sound insulation program for homes affected by aircraft noise near the Minneapolis-St. Paul International Airport (MSP) could begin as early as spring 2008.

Expansion of the program is made possible through a settlement agreement between the Metropolitan Airports Commission and the cities of Minneapolis, Richfield and Eagan, which lays out the scope of the program.

All parties, including the judge in the case, have signed a consent decree, which will act as the final agreement between the parties.

Implementation of the program does depend on approval by the district court judge in a separate class action suit. A hearing in this case has been scheduled for January.

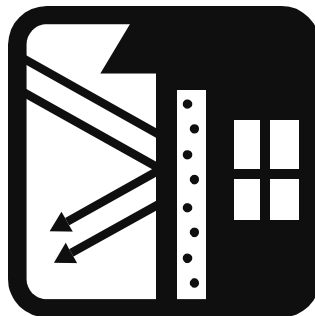
The agreement also required the Federal Aviation Administration to weigh in on the airport's use of airport revenue in paying for portions of the program. A letter allowing MAC's use of airport revenue for certain portions of the program was received on November 30.

The Program

The agreed-upon residential noise mitigation program has several components each addressing noise mitigation for homes in different areas of impact.

The program defines single-family homes as structures with one to three living units. Multi-family homes are defined as structures with four or more living units.

To determine whether your home qualifies for the expanded noise mitigation program, log on to www.macnoise.com and then click on **Home Mitigation Program**. Specific information about the program, as well as an interactive eligibility map, can be found here. Those without Internet access can call 612-726-9411 for that information.



Single-family Homes in the Projected 2007 Mitigated 63-64 DNL Noise Contours

The approximately 432 homes in the most noise-impacted contours are eligible to receive the same level of noise mitigation provided in the 65 DNL contour and greater.

The program is designed to achieve five decibels of noise reduction on average. Depending on the improvements needed to reduce interior noise sufficiently, modifications could include: central air conditioning; exterior and storm window repair or

replacement; prime door and storm door repair or replacement; wall and attic insulation; baffling of roof vents and chimney treatment.

Construction is scheduled for completion by December 31, 2009.

Single-family Homes in the Projected 2007 Mitigated 60-62 Noise Contours

Owners of the approximately 5,344 homes in less noise-impacted areas are now eligible for one of two mitigation packages:

- 1.) The estimated 3,421 homes that did not have central air conditioning as of September 1, 2007 could receive it. In addition, homeowners would get up to \$4,000 (including installation costs) in other noise mitigation products and services they could choose from a menu provided by the MAC.
- 2.) Owners of homes that already had central air conditioning installed as of September 1, 2007 or who choose *not* to receive central air conditioning would be eligible for up to \$14,000 (including installation costs) of noise mitigation products and services they could choose from a menu provided by the MAC.

Categories of products on the menu may include: exterior and storm window repair or replacement; prime door and storm door repair or



NOC News



The MSP Noise Oversight Committee met in both September and November and discussed:

New Home Mitigation Program

In November, the Committee received a briefing on the status of a newly negotiated noise mitigation settlement agreement between the Metropolitan Airports Commission and the cities of Minneapolis, Richfield and Eagan to provide noise mitigation to homes within the approved 60 DNL noise exposure area. (See page 1 for the details.)

Nighttime Runway Use

Over the past several months, and at the request of Eagan representatives, the Committee has worked with the Metropolitan Airports Commission and the Federal Aviation Administration to analyze whether the airport's Air Traffic Control Tower (ATCT) might be able to redirect some aircraft currently being directed to the southeast off the north/south runway (over central Eagan) onto the south parallel runway (over the Eagan/Mendota Heights Industrial

corridor) between 10:30 p.m. and 6 a.m.—use of this corridor for departing aircraft is preferred because fewer residences are located there.

In late November, after several discussions and meetings, MSP's ATCT manager confirmed in a letter that all air traffic controllers had been re-briefed on the parameters of the airport's Runway Use System, a noise mitigation operational procedure that helps direct as many aircraft as possible over the most compatible (least populated) areas.

Voluntary Nighttime Agreement with Airport Operators

A long-standing noise mitigation method at MSP has been to attempt to limit aircraft operations between 10:30 p.m. and 6 a.m. by negotiating voluntary agreements with MSP air carriers that request they either not schedule aircraft operations during this time or, if they are deemed necessary, that they use their quietest aircraft for these operations.

An updated agreement that asks carriers to limit scheduling of "hushkitted" aircraft has been

drafted, discussed and sent to the carriers for their approval.

2007 Committee Accomplishments and 2008 Work Plan

A listing of the NOC's accomplishments for 2007 and its 2008 Work Plan can be found online at www.macnoise.com/noc.

2008 NOC Meeting Dates

All meetings fall on a Wednesday and are called to order at 1:30 p.m.

| | |
|------------|--------------|
| January 16 | July 16 |
| March 19 | September 17 |
| May 21 | November 19 |

Next Meeting

The next NOC meeting will be held **Wednesday, January 16 at 1:30 p.m.** at the MAC General Offices.

For more information, call 612-725-6455 or visit <http://www.macnoise.com/noc>.

NOC Meeting Materials

Meeting materials (agendas, minutes, memos and presentations) can be accessed on the MAC website at <http://www.mspairport.com/mac/meetings/noc.aspx>, or call 612-725-6455. ♦

Ask the Expert



Q. At what point along an aircraft's arrival path must pilots have their landing gear down?

A. A chief pilot based at MSP explains that the exact location along an arrival path where individual pilots extend an aircraft's landing gear and configure their aircraft for landing depends on several factors, including safety, airspeed, pilot technique and an airline's standard operating procedures. Air Traffic Control limits an aircraft's speed and the type of approach an aircraft will make, which in turn determines the timing of an aircraft's gear extension. The earliest point at which pilots typically lower their landing gear is approximately 7 to 8 miles from the arrival end of the runway. Under all conditions, a pilot must configure the aircraft "gear down and slowed up" by the time it is 1,000 feet above-ground-level (about 3 miles from the end of the runway). To accomplish this, the latest a pilot would select "gear down" would be 5 to 6 miles out from the touchdown point of the runway. This allows the pilot to decelerate for the final 1,000 feet of the approach. While safety is always the first consideration, pilots frequently wait to extend landing gear until it is absolutely necessary to both save on fuel and to reduce noise impacts on the ground. ♦

Runway Project Completed On Time Despite Unusual Weather Patterns

Neither “rain, nor sleet nor gloom of night” could keep the airport’s contractors or maintenance crews from opening Runway 12R/30L on time.

When Runway 12R/30L at the Minneapolis-St. Paul International Airport closed for two months in August, the targeted opening date was on (or about) October 17, just in time to accommodate one of Minnesota’s busiest air travel weekends.

But no one could have predicted the record-setting rainfall amounts and days of low cloud cover the Twin Cities experienced in August, September and October, which by all accounts should have delayed the runway’s opening.

Remarkably, and despite the odds, the runway opened at 10 a.m. on October 18, less than a day later than planned.

The October 17 date was based on providing the contractor 50 working days to complete the project, with Sundays off and one day per week built in for inclement weather.

And yet, even with the lost days, the contractors took **only 43 days** to complete the project, sacrificing many Sundays to be sure it opened in as little time as possible.

The airport’s maintenance and carpenter crews also played an important role in the runway’s opening by completing a reconstruction of the runway’s Engineered Materials Arresting

System earlier in the week and spending the evening of the 17th thoroughly sweeping and cleaning the entire runway.



Runway Use Also Affected

Inclement weather also affected how the remaining runways were utilized during the closure.

Many times, due to wind conditions and/or low cloud cover, one, and sometimes two, of the remaining three runways were rendered unavailable resulting in a higher than predicted use of Runway 12L/30R (north parallel runway) during construction.♦

Noise Mitigation Program

(Continued from page 1)

replacement; wall and attic insulation; baffling of roof vents and chimney treatment.

Construction is scheduled for completion by December 1, 2012.

Multi-family homes in the projected 2007 mitigated 60-64 DNL Contours

Any of the **approximately 1,931 multi-family units** in the projected 2007 mitigated 60-64 DNL contours that do not have air conditioning are eligible to receive through-the-wall or equivalent permanently installed air conditioners. The MAC also will install an acoustical cover for each air conditioner in the multi-family units.

Installation is scheduled to be completed by December 1, 2010.

\$7 Million Total for Opt-Out and 2005 Mitigated Single-family Homes
Single-family homes whose owners

opted out of the already completed MAC noise mitigation program but that now have new owners would be eligible to “opt in” and receive noise mitigation.

If the total cost to MAC of opt-in mitigation is less than \$7 million, any remaining monies would be used to reimburse owners of the total number of single-family homes in the 2005 Mitigated 60-64 DNL contours for purchase and installation of products included on a menu provided by the MAC.

The amount each homeowner receives will be determined by subtracting dollars spent for the opt-in program from the total \$7 million budget and dividing the remainder among the total number of single-family homes within the 2005 60-64 DNL contours.

The MAC would begin to issue reimbursements by March 1, 2010 and would complete them by

September 1, 2014. (Homeowners would need to provide itemized receipts by July 31, 2014.)

The total the MAC will spend on the opt-out and 2005 program all together is capped at \$7 million.

When this expanded program is completed, the MAC will have spent, since 1992, more than \$450 million on noise mitigation programs at MSP.

What’s Next

- Court approval of the settlement’s provisions in a separate class action suit — *expected January 2008*
- Assuming court approval, eligible homeowners within the most impacted areas of the 64 DNL area will begin receiving invitations to homeowner orientation meetings — *spring 2008*.♦

6040 28th Avenue S.
Minneapolis, MN 55450

Join us Tuesday, January 22
for the next Public Input Meeting.
Call **612-725-6455** for details.

Phone: 612-725-6455
E-mail: info@macnoise.com
Web site: www.macnoise.com

Managing Editor: Scott Skramstad
Editor and Layout: Melissa Scovronski
Writer: Christene Sirois

Fall 2007

MSP NOISE NEWS



Inside this issue:

| | |
|--|---|
| MAC, Cities Reach Noise Mitigation Agreement | 1 |
| NOC News | 2 |
| Ask the Expert | 2 |
| Runway Project Completed On Time Despite Unusual Weather Patterns | 3 |

Go Paperless! Receive this Newsletter Electronically

Looking for ways to reduce the amount of mail (paper) you receive each day? Why not receive this newsletter electronically? To receive an e-mail message informing you of when an updated *MSP Noise News* newsletter is available online, take these simple steps:

1. Send an e-mail to: **MSPNoiseNews-on@macnoise.com** using the e-mail account you want the message sent to. (Include your physical mailing address in the body of the message for deletion from the mailing list.)
2. Reply to the confirmation request.

No longer read this newsletter...? Take your address off our mailing list by contacting **Christene** at **612-725-6455** or e-mail her at **csiroids@mspmac.org**. In your e-mail, please write the word "delete" in the subject line, followed by your street address and city.♦



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 csiroids@mspmac.org. In your e-mail, please write the word "delete" in the subject line, followed by your street address and city.