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# MSP NOISE NEWS

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

## Fleet Mix Trend at MSP Shows Increased Use of Quieter Aircraft

Many types of aircraft arrive and depart every day at Minneapolis-St. Paul International Airport (MSP), but the mix of aircraft is getting increasingly quieter.

The Metropolitan Airports Commission (MAC) Aviation Noise & Satellite Programs office tracks how many of each type of aircraft land and take off from MSP each month.

Since July 2010, about half of the Manufactured Stage 3 flights each month have been conducted using regional jets.

Regional jet aircraft are manufactured with newer engine technology and efficiency characteristics for quieter performance. Examples of regional jet aircraft are the Canadair Regional Jet and the

Embraer models 190, 170, 145 and 135.

While the percentage of regional jet aircraft operations has increased, the percentage of noisier hush-kitted aircraft operations has decreased.

From an environmental perspective, the decrease in hush-kitted aircraft operations and the increase in use of quieter aircraft represents a positive trend.

Data collected at one of MSP's

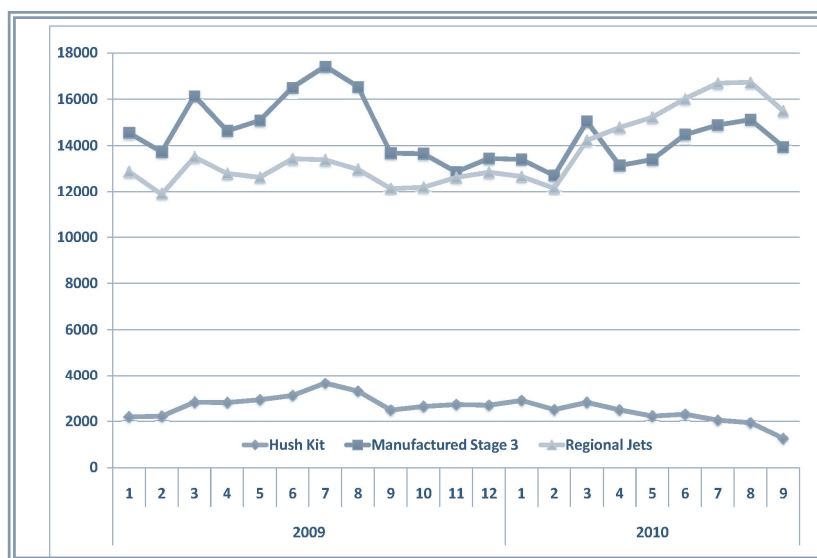
Remote Monitoring Towers (#6) show that it takes 43 Canadair Regional Jet (CRJ-200) operations to equal the noise energy emitted by only one hush-kitted DC-9 aircraft.

Given these trends, when the annual noise contour analysis is

conducted in early

2011, the noise impact area will likely be smaller than the previous area.

Aircraft fleet mix information is published in the monthly Technical Advisor's Report and is available on the Noise



Aircraft operations fleet mix at MSP is becoming quieter with increased use of regional jets and fewer flights with hush-kitted jets.

## NOC News



The MSP Noise Oversight Committee (NOC) met on November

17, 2010 and discussed the following topics:

### **MSP 2030 Development Phases 1 & 2 Environmental Review Process**

Mr. Roy Fuhrmann, the Metropolitan Airports Commission's Director of Environment, presented an overview of the environmental review process associated with capital improvements at MSP.

### **Review of Monthly Operations Report Data**

A summary of aircraft operations

data for September and October 2010 was presented to NOC members. This presentation included a summary of the Crossing-in-the-Corridor Analysis (see article on page 3). Monthly operations reports are available on the Noise Program website: [macnoise.com/opreports](http://macnoise.com/opreports).

### **Review of Aircraft Fleet Mix Trends at MSP**

The first Annual Minneapolis-St. Paul International Airport (MSP) Aircraft Fleet Mix Summary Report was presented to the MSP NOC (see article on page 1).

### **2010 NOC Accomplishments and 2011 Work Plan**

NOC members reviewed the group's accomplishments for 2010 and established a work plan for 2011. The full list of

accomplishments is available on the NOC website at: [www.macnoise.com/noc](http://www.macnoise.com/noc). NOC members also established its meeting schedule for 2011, which is set for the third Wednesday of every odd-numbered month.

### **Status of the FAA Center of Excellence/PARTNER, TRB and FICAN Initiatives**

NOC members were provided summary information regarding PARTNER, TRB and FICAN projects related to aircraft noise, aircraft operations and land-use planning.

### **Next NOC Meeting**

The next MSP NOC meeting is scheduled for **January 19, 2011** at **1:30 p.m.** at the Metropolitan Airports Commission General Offices, 6040 28th Ave. South, Minneapolis. For more information call 612-726-8100.♦

## Ask the Expert

### **Q. When I view flight track data, why are some aircraft operators "unknown"?**

**A.** Aircraft flight track data are collected by the Metropolitan Airports Commission's (MAC) multilateration system, a series of sensors located on the airfield that continually provide positional data for aircraft flying within 40 miles of Minneapolis-St. Paul International Airport.

Aircraft identification information is provided in instances when the aircraft is equipped with a transponder that is designed to transmit that information or when the aircraft operator files a flight plan with the Federal Aviation Administration (FAA). Commercial aircraft operators, like scheduled airlines, file a flight plan when operating under federal aviation regulations that require it. Typically, privately-operated aircraft that fly under visual flight rules are not required under federal regulations to file a flight plan.

Aircraft operator information is "unknown" either because the aircraft transponder did not transmit the information or a flight plan was not filed for that flight. The MAC publishes all the flight track data that it receives and does not filter operator information.♦

## Strong Winds in October Affect Runway Use

On Oct. 26 and 27 this year the Minneapolis-St. Paul metropolitan area experienced an unusual low-pressure weather system that was accompanied by strong southwest winds, reportedly as high as 37 miles per hour (mph), with gusts up to 54 mph.

These wind speeds disrupted air traffic and caused significant delays at Minneapolis-St. Paul International Airport (MSP), as well as across the national airspace system.

From approximately 1 p.m. on the 26th through 3:15 p.m. on the 27th, aircraft were forced to land and depart on Runway 22 at MSP resulting in all aircraft landing over St. Paul/Highland Park and departing over southeast Richfield/north Bloomington.

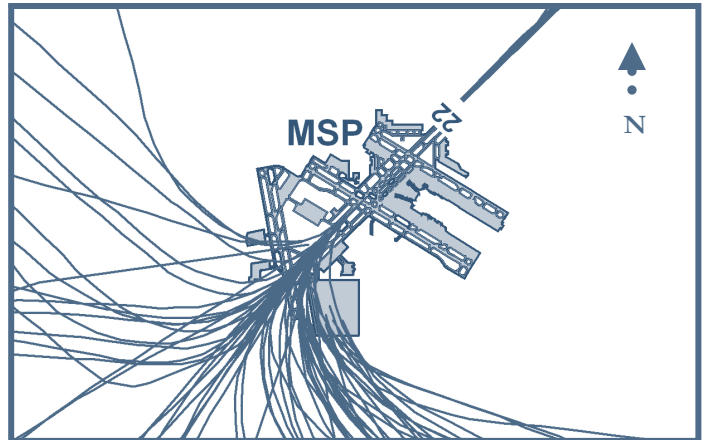
Runway 4/22 is the crosswind

runway at MSP; it intersects the other runways, which means when it is being used operations on all other runways must come to a halt.

Annually, Runway 4/22 is used less than one percent of the time and is typically only used, due to its length, for the largest and heaviest departing aircraft.

Typically, aircraft land and take off into the wind, particularly when airfield wind speeds are greater than 7 mph.

The Federal Aviation Administration (FAA) continuously assesses the actual and forecasted



Runway 22 at MSP was used most of the time for arrivals and departures during high winds on October 26 & 27.

weather conditions to determine which runway or runways most closely align with the headwind and then assigns them respectively for aircraft arrivals and departures.

Ideally, when possible, the FAA utilizes both parallel runways (Runways 12L/30R and 12R/30L); a configuration that offers the most operational capacity. ♦

## New Crossing-in-the-Corridor Analysis

In September, after MSP Noise Oversight Committee approval, the MAC Aviation Noise & Satellite Programs office began publishing a monthly report that analyzes compliance of the Crossing-in-the-Corridor noise abatement procedure.

This procedure was implemented as a way to concentrate aircraft noise impacts, to the greatest extent possible, over the center of the Eagan/Mendota Heights Departure Corridor, minimizing noise impacts on nearby residential areas.

While nighttime air traffic levels offer the most conducive conditions for use of the procedure, the report summarizes compliance for both nighttime and daytime hours.

The Crossing-in-the-Corridor Analysis report is available on the [macnoise.com](http://www.macnoise.com) website along with other monthly operations reports at: [www.macnoise.com/opereports](http://www.macnoise.com/opereports). ♦



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### Next Public Input Meeting Scheduled January 25

Please join Metropolitan Airports Commission staff at the next Airport Noise Public Input Meeting taking place **Tuesday, January 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](mailto: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](mailto: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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