

# V. Connecting Our Community

## E. Aviation



### Aviation Plan

There are no airports or heliports in St. Louis Park, nor are any planned. The only regular landing of aircraft is by helicopters at a helistop serving Methodist Hospital.

Minneapolis/St. Paul International Airport (MSP) is the region's major airport. It is conveniently located seven miles to the southeast of St. Louis Park, and very accessible by freeway. This proximity is a critical location asset for the City. Aircraft noise has been the source of some complaints by City residents.

A couple of smaller airports are also nearby. Crystal Airport is located six miles to the north in the City of Crystal. Flying Cloud Airport is located eight miles to the southwest in Eden Prairie.

### Aviation Description in St. Louis Park

Proximity to the Minneapolis/St. Paul International Airport exposes St. Louis Park to air traffic noise. The map of the MSP Airport Noise Policy Area (adopted in 1996) shows the entire City to be outside of the one mile aircraft buffer line demarcated by the Metropolitan Council, and it is well beyond the updated 2007 60-DNL noise exposure contour line within which federal funds are available to mitigate noise in residences. However, the map also illustrates that the City is located directly under the glide and take-off paths of the southeast parallel aligned runways. The frequency of overhead aircraft flights, and the resulting noise, has caused concern on the part of some City residents. Interactive maps of arrival and departure aircraft flight tracks along with other information on noise issues are available on the Metropolitan Airports Commission Noise Program Website, [www.MACnoise.com](http://www.MACnoise.com).

MSP Airport and MAC continue to work closely with cities and neighborhoods which experience aircraft noise. St. Louis Park is represented on the MSP Noise Oversight Committee (NOC) established by the Metropolitan Airports Commission in 2002. Its purpose is to bring industry and community representatives together to discuss noise issues at MSP and to bring policy recommendations to the MAC.

In 2004 the Metropolitan Airports Commission (MAC) prepared an updated "Part 150 study" for the Minneapolis-St. Paul International Airport to plan for noise compatibility. The study included an updated Noise Compatibility Program that sets policies and procedure for future noise abatement efforts. Some of these measures include: voluntary nighttime limits on flights, continuation of noise monitoring (ANOMS) and tracking (GPS), implementation of a noise management program, etc. As of 2008, the MAC is currently awaiting the FAA's review and approval of the document. Efforts are continuing to reduce noise impacts related to the MSP airport.

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The Metropolitan Council's Transportation Policy Plan includes policies and text on protection of the region's airspace resources. These policies state that both Federal Aviation Administration (FAA) and MnDOT's Aeronautics safety standards must be a major consideration in the planning, design, maintenance and operation of air transportation facilities and services. The City is not within the influence area of any metro system airport; however it is within the region's general airspace that needs to be protected from potential obstructions to air navigation including electronic interference.

To protect the region's general air space the City will:

- Ensure local codes and ordinances are consistent with state laws that regulate height of structures that may obstruct general airspace.
- Notify the FAA 30 days in advance of any proposal involving the construction or alteration as defined under the provisions of Federal Regulation Title 14 Part 77, using the FAA Form 7460-1 "Notice of Proposed Construction or Alteration".

The Methodist Hospital helistop, located on the roof of the west side of the hospital building, is used for the transportation of patients. It is registered with the FAA, and is licensed, inspected and approved by the Minnesota Department of Transportation, Office of Aeronautics, in accordance with Chapter 8800 of the Minnesota Rules. Prescribed take-off and landing paths are in use which minimizes noise impacts on the surrounding residential areas.

Although there are currently no heliports in the City of St. Louis Park, the current zoning ordinance makes provision for them in areas zoned for Office Use. The zoning ordinance sets limits on their hours of operations, take-off and landing flight paths, and proximity to residential areas.

## Goals and Strategies

### Goal 1

Protect navigational aids within St. Louis Park from physical encroachment and electronic interference.

#### Strategy A

Maintain representation on Noise Oversight Committee. Keep public informed with periodic news releases.

### Goal 2

Ensure the compliance of all City buildings subject to FAA regulations concerning rooftop lighting and coloration.

#### Strategy A

Encourage the use of noise mitigation measures in new construction, particularly in known noise complaint areas.

### Goal 3

Improve access to the airport for St. Louis Park residents and businesses through design and implementation of the City's and region's transportation plans.

#### Strategy A

Maintain procedures for ensuring compliance of all buildings subject to FAA regulations concerning rooftop lighting and coloration. Establish procedures for informing the FAA and MN Department of Transportation of any proposals for structures over 200 ft high.