

To: Mayor and City Council
From: Flying Cloud Airport Advisory Commission; Rick King, Chairman
Scott A. Kipp, Staff Liaison
Date: May 15, 2007
Subject: Revised Helicopter Procedures for Air Methods/Life Link III



Approval of New Arrival and Departure Procedures

Responding to a significant number of citizen noise complaints received on helicopter activity at and around the Flying Cloud Airport during the first quarter of this year, the Flying Cloud Airport Advisory Commission fostered a dialog between the Metropolitan Airports Commission, FAA, Air Methods and Life Link III to evaluate the issue. Working together in a mutually cooperative manor including FAA's quick endorsement, new approach and departure procedures were put in place on March 25, 2007.

The new procedures call for higher altitudes approaching or departing the airport and shifting flight tracks over Staring Lake and the Minnesota River (see attachment 1).

Flight Track Monitoring

To help evaluate the effectiveness of the newly adopted procedures, MAC obtained helicopter flight track data from the FAA and mapped it for the months of March and April (see attachment 2). The map shows flight tracks prior to the start of the new procedures in red, and after the new procedures in blue. In addition, the red and blue circles represent the number of complaints prior to and after the new procedures were put in place, respectively.

From March 1 through March 24, a total of 14 helicopter complaints were logged. From March 25th through April 30th a total of 7 helicopter complaints were logged.

MAC will continue to monitor the new procedures over the next few months to verify the effectiveness of the new procedures and number of citizen complaints.

Air Methods/Life Link III's new procedures together with its bi-annual training being relocated to an airport south of the metro area is a positive action toward reducing the noise impacts resulting from this important critical care service.

Air Methods/Life Link III Services

Air Methods is a ground and air medical transportation provider contracted by Life Link III which provides critical care, advanced life support, basic life support, as well as organ donor services. They operate throughout the county and their services are available 24

hours a day, 365 days a year. About 40% of their operations are a due to of some sort of trauma, 30 % involve medical teams, with 10% of fights going direct to an accident site.

The critical care services Air Methods/Life Link III provides are very important to this community and the greater metropolitan area and should not be compromised.

Attachments

1. Helicopter Noise Abatement Procedures
2. Helicopter Noise Complaints and Flight Track Map March – April 2007

General

Ramp	air taxi to proceed via	D3, B1, or other movement areas Northstar, River or Overhead Departure
Movement	Departure Route	Cleared for takeoff.

Restrictions will be applied to flights (when needed), compatible with runway configuration and traffic. e.g. remain south of taxiway B; remain east of taxiway D, etc.

Determine priority by pilot use of call sign.

If Lifeguard, priority handling is requested and will be given. We will not assign a departure route. If the pilot request or advises he wants a specific route we will approve, traffic permitting. When not invoking the lifeguard call sign, then a specific departure or arrival route may be assigned based on traffic and noise abatement.

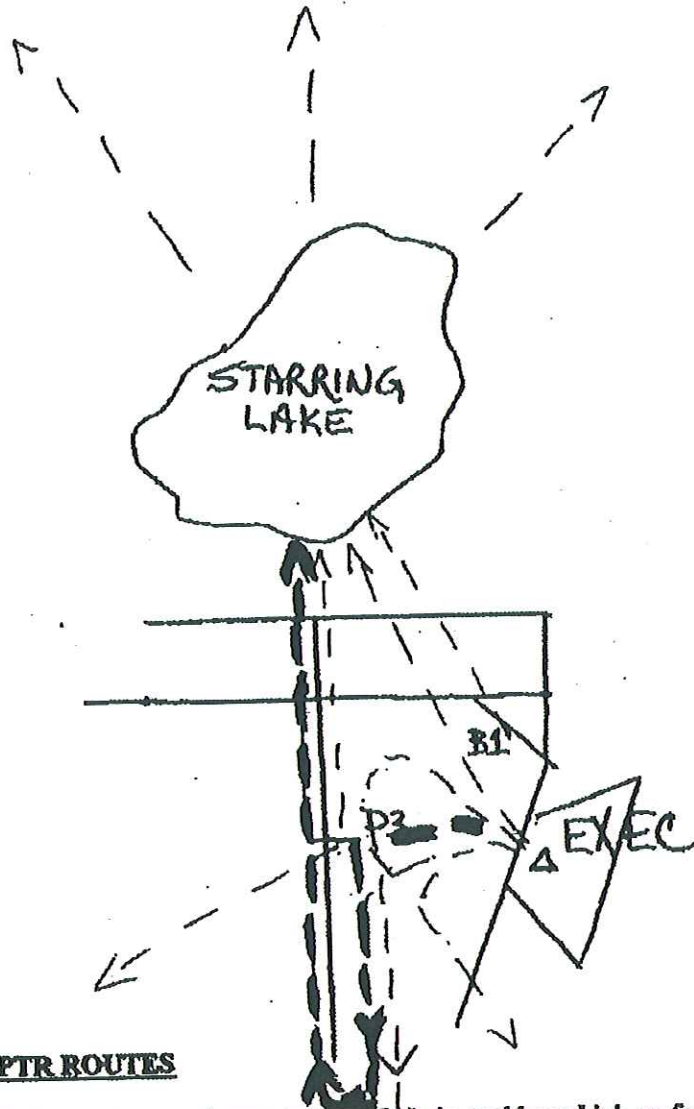
ARRIVAL ROUTES**NORTHSTAR, RIVER & OVERHEAD**

Arrivals will be basically the reverse of the departure routes, in that the pilot on initial contact will be advised to expect (route) arrival and to report (3) miles (direction), when the pilot reports closer to the airport he will then be instructed to execute the requested or assigned arrival route. The inbound helicopter will maintain an altitude of approximately 2000 msl until approximately 3 miles from the airport before he starts to descend. If the Overhead Arrival is used then the helicopter will not descend below 1500 until south of 28L/10R.

If the Lifeguard call sign is used then a direct route will be approved.

Remember these procedures are voluntary by Lifelink so be alert for pilot requests other than those addressed in this memo, and provide the best service we can.

Lifelink were very anxious to begin these procedures and declared they may be requesting routes as soon as possible. We are trying to accommodate by getting this out as soon as possible. If you have any questions please ask Jim, Wes or Warren. Thanks for the cooperation.



DEPTR ROUTES

NORTHSTAR

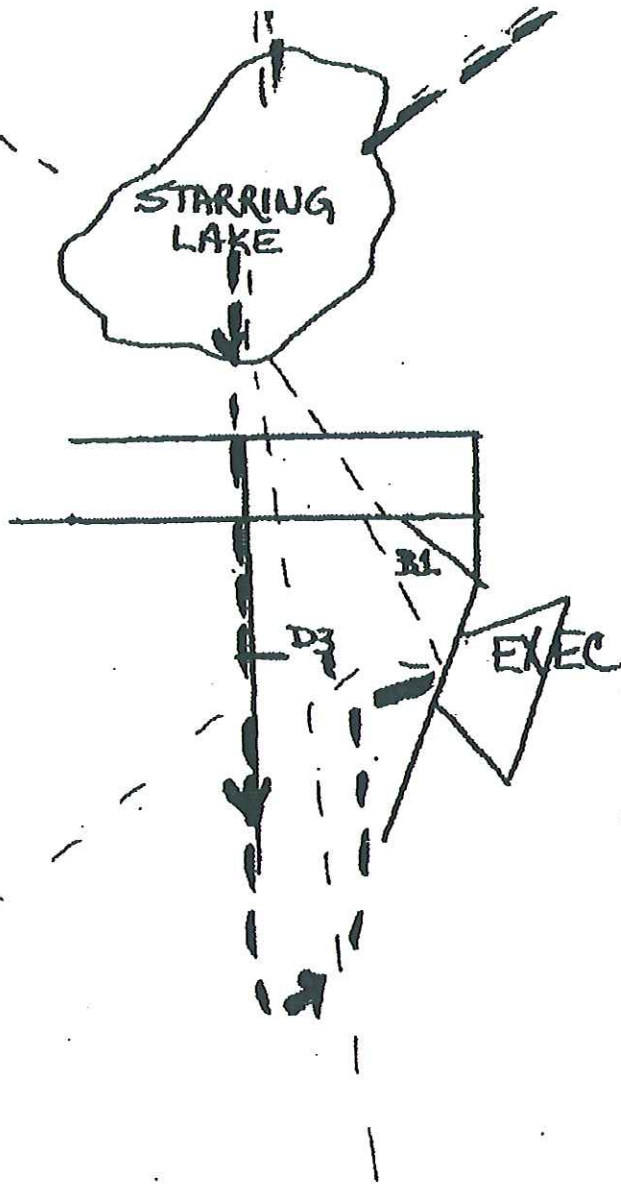
Depart to Starring Lake making a high performance climb to 2000msl.

RIVER

Depart SE thru SW climb over the river.

OVERHEAD

Depart southbound climbing to 1500msl or above turn north overfly runway 36 to Starring Lake then proceed on course



ARRIVAL ROUTES (Maintain approx 2000 msl until instructed to execute arrival route)

NORTHSTAR Over Starring Lake then descend direct to BI, D3 or Executive.

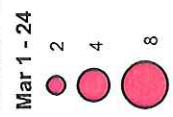
RIVER Proceed inbound to approx 3 mi then begin descent when assigned route

OVERHEAD Proceed inbound to Starring Lake then when assigned descend to not less than 1500 msl via runway 18 until south of 28L/10R. South of 28L/10R continue descent direct to BI, D3 or Executive.

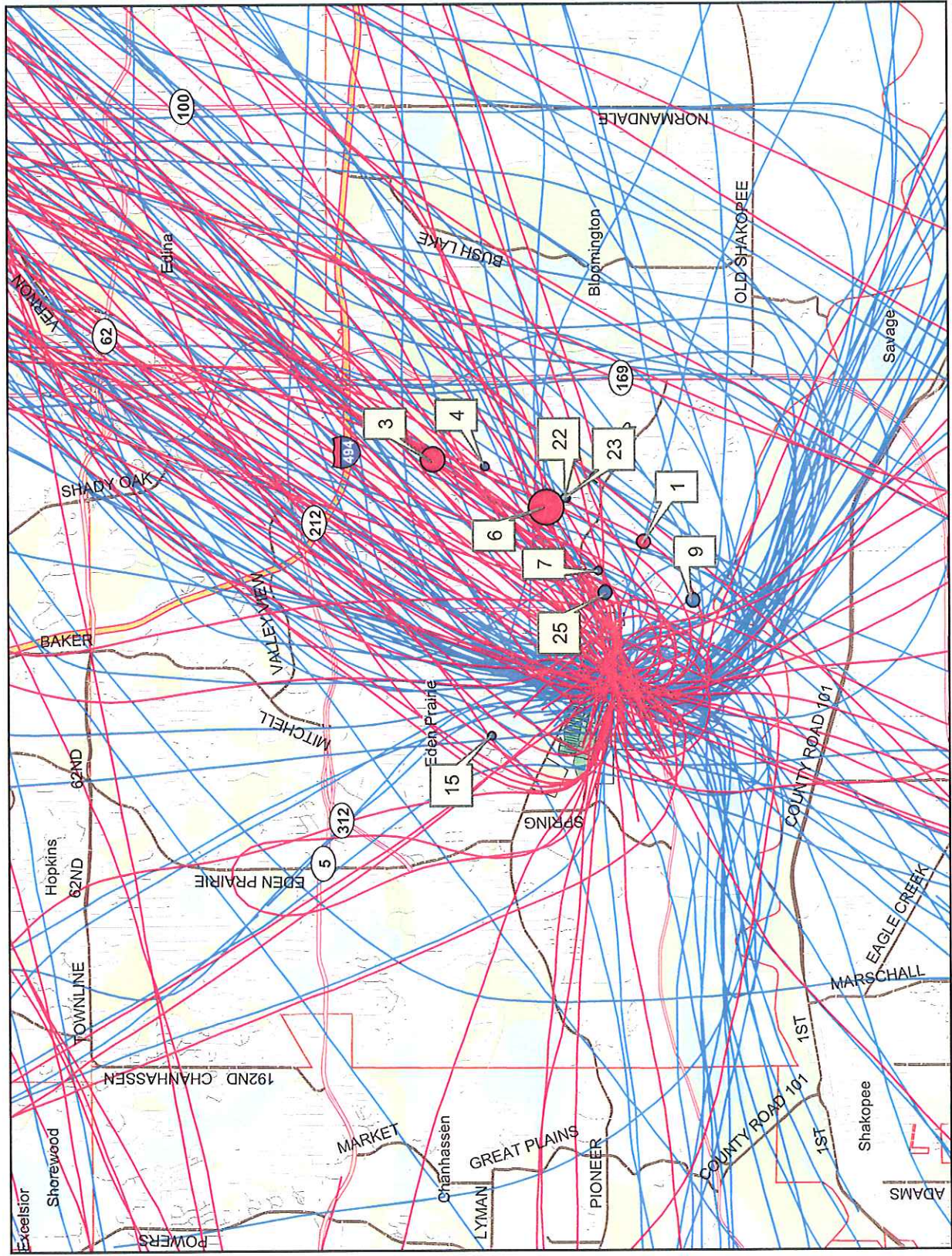
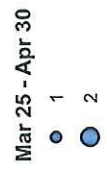
Legend

- Helicopter Tracks Mar 1 - 24
- Helicopter Tracks Mar 25 - Apr 30

Number of Complaints



Number of Complaints



Helicopter Noise Complaints and Flight Tracks for FCM March - April 2007

