

Minneapolis International Airport

Late Summer/Fall 2007
Construction Operations

Minneapolis City Council

Carl Rydeen, Assistant Manager, MSP ATCT

August 7, 2007



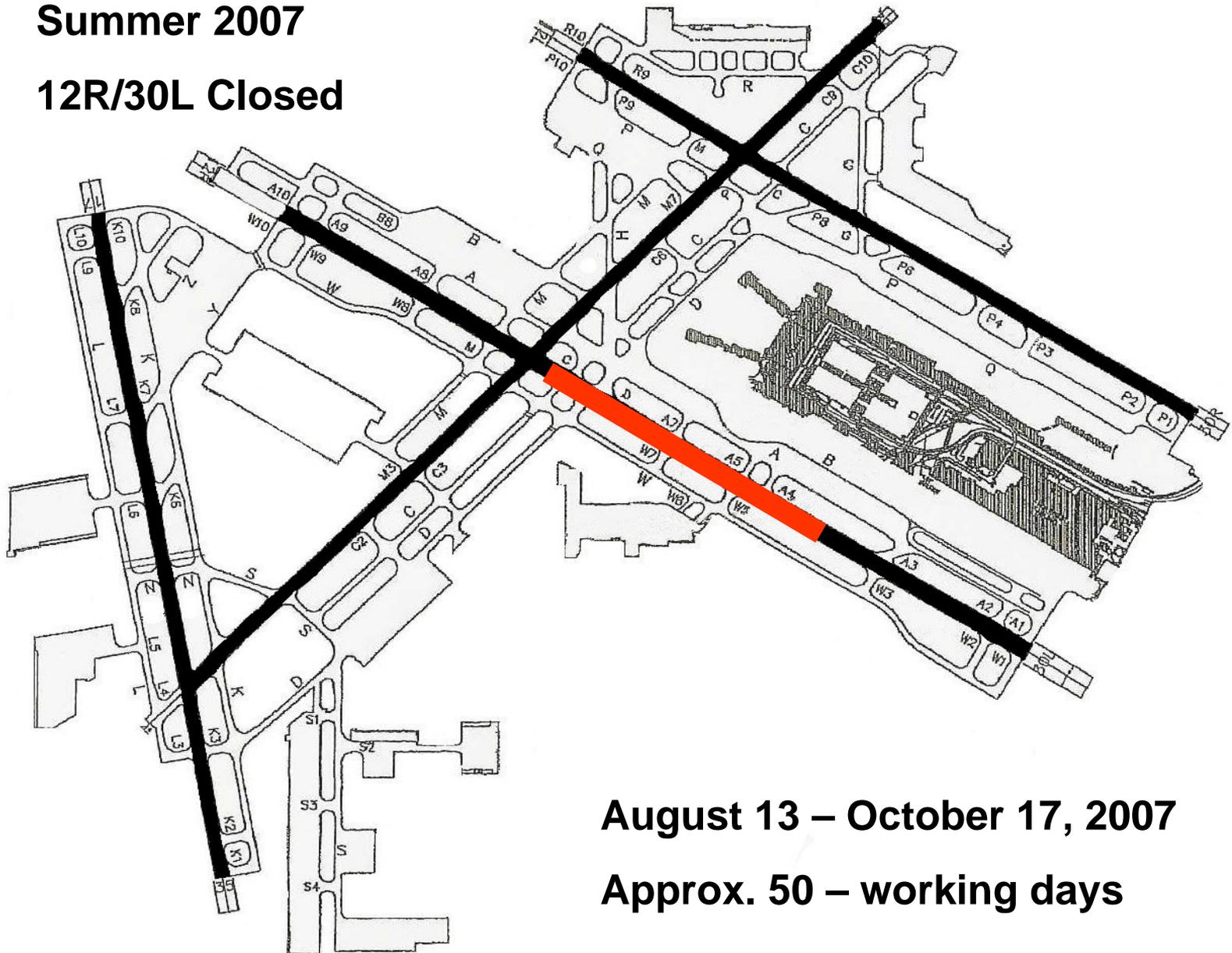
Federal Aviation
Administration





**Minneapolis - St. Paul
International Airport**
Photo by Mark Ward
Photo on April 8, 1999
Printed by Airside Operations

**Summer 2007
12R/30L Closed**



August 13 – October 17, 2007

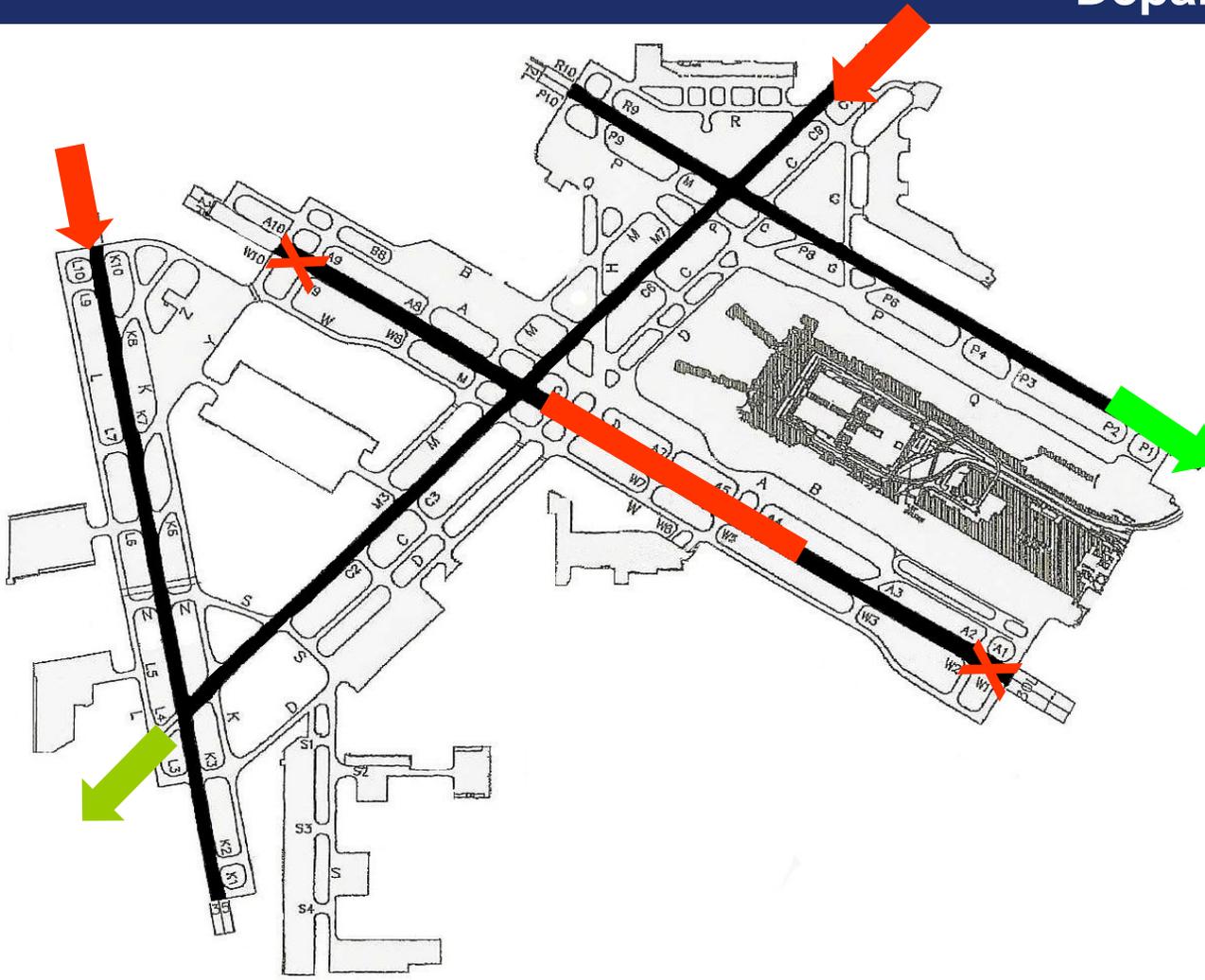
Approx. 50 – working days



Summer 2007 (12R/30L Closed)

Arrive Runways 17 & 22

Depart Runway 12L, 17, & 22



Maximum AAR/ADR

ILS = 56/56

VFR = 58-60/56

Requires weather
criteria $\geq 1,700/4$

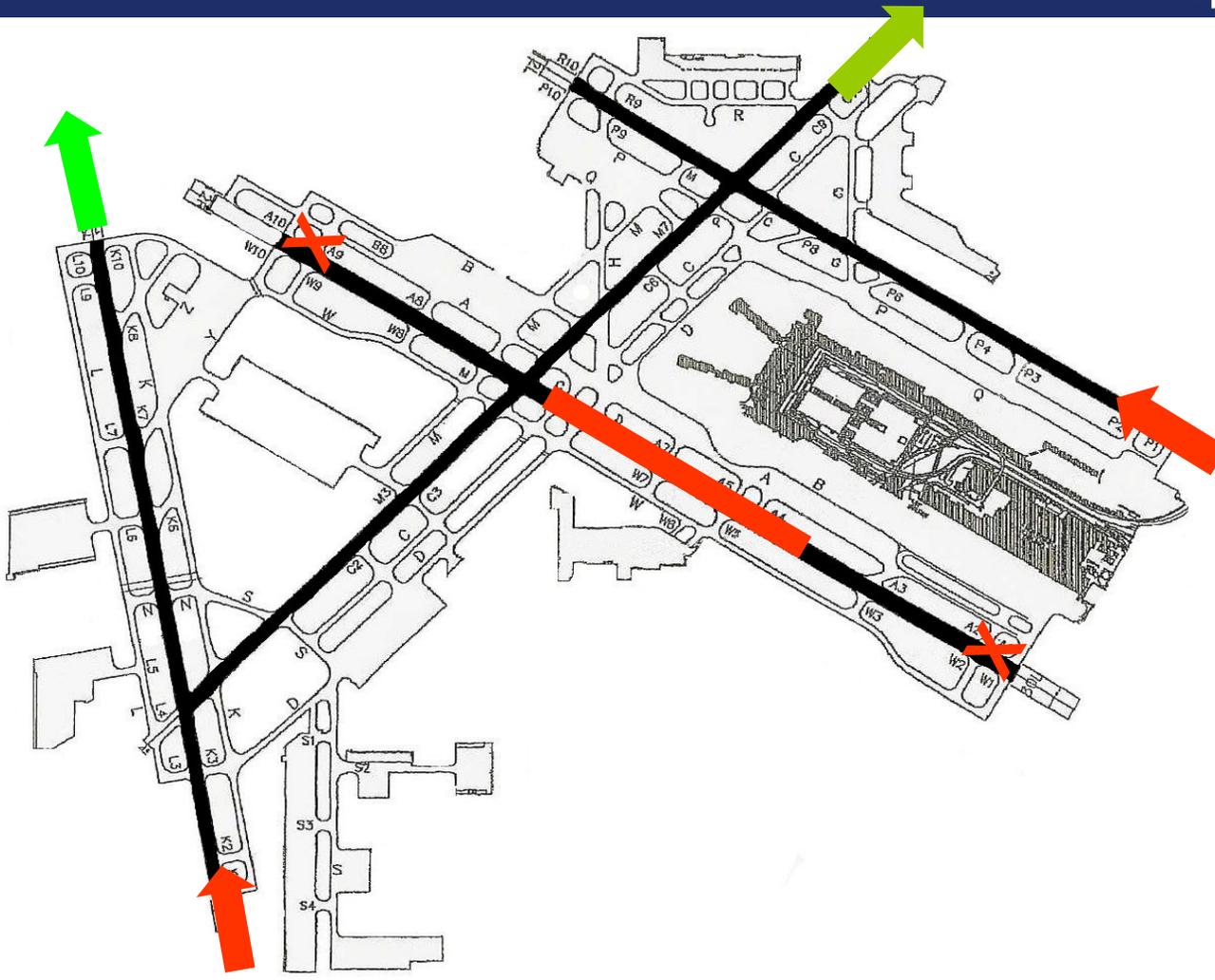
LAHSO (AR vs AR)

LAHSO (AR vs DR)



Summer 2007 (12R/30L Closed)

Arrive Runways 30R & 35
Depart Runway 35 & 4



Maximum AAR/ADR

ILS = 56/45

VFR = 60/45

Requires weather
criteria $\geq 1,700/4$

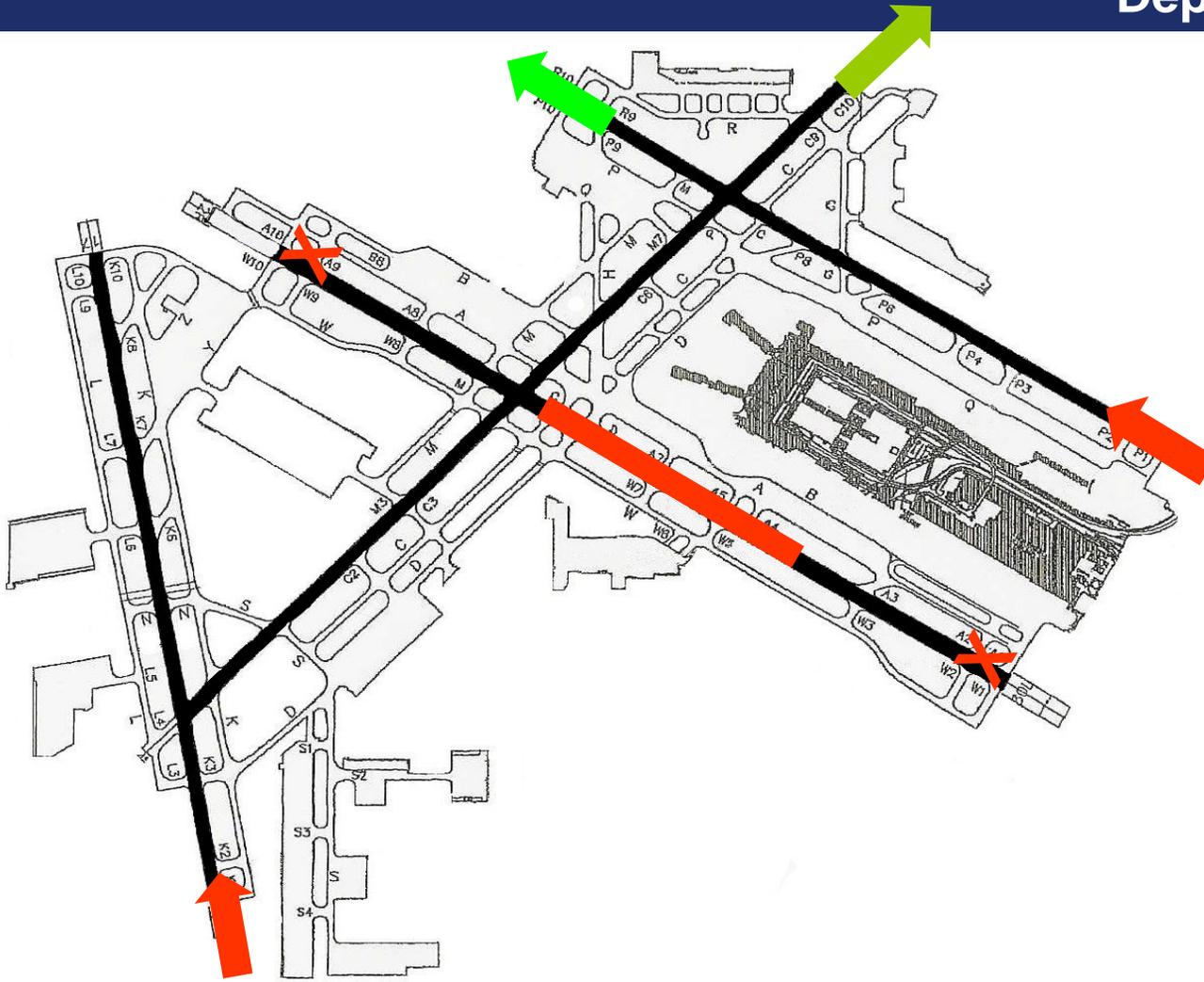
Rwy 35 / 4-mile spacing



Summer 2007 (12R/30L Closed)

Arrive Runways 30R & 35

Depart Runway 30R & 4



Maximum AAR/ADR

ILS = 56/45

VFR = 60/45

Requires converging approach procedures and weather criteria

≥ 1,700/4

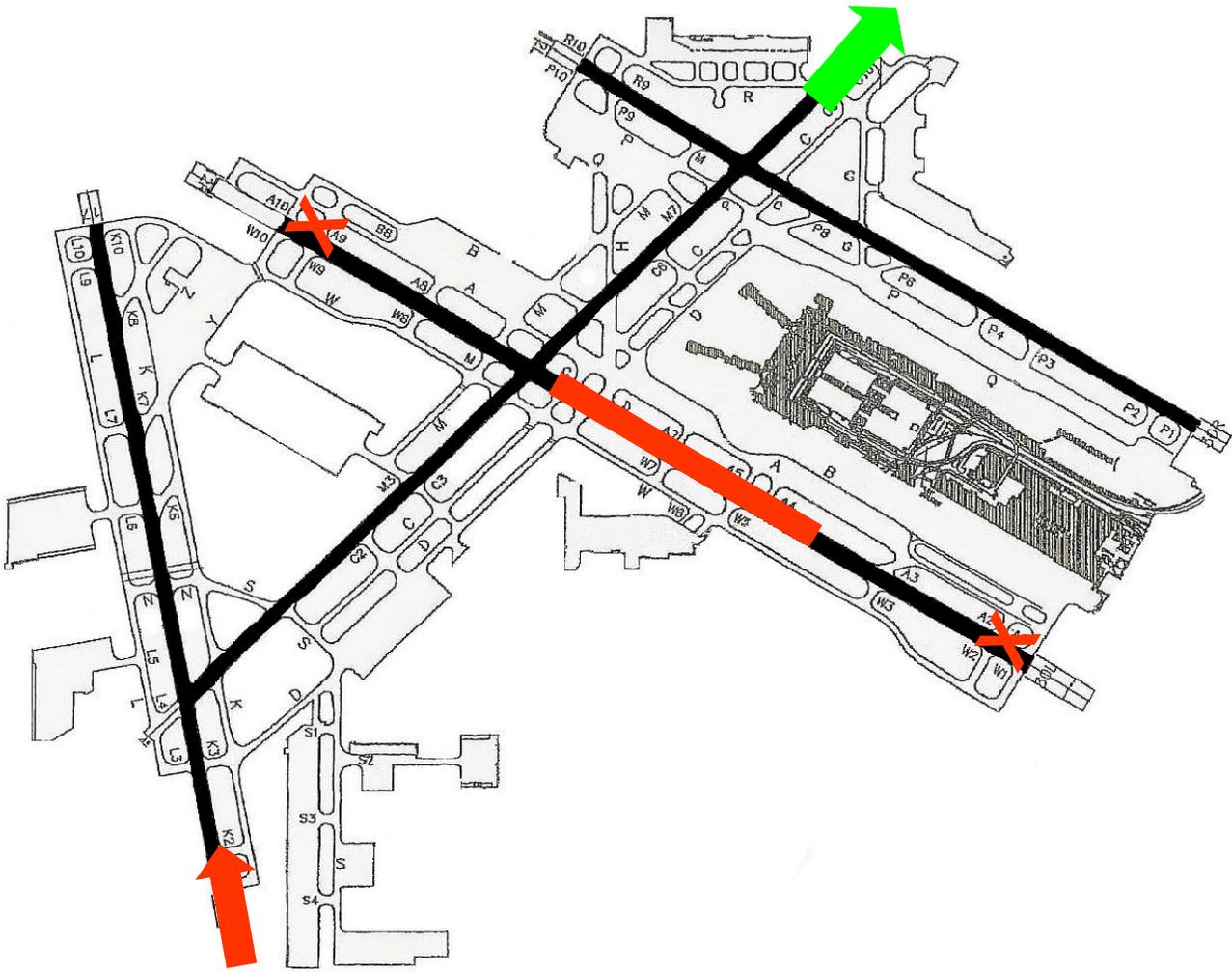
Rwy 35/4-mile spacing



Federal Aviation Administration

Summer 2007 (12R/30L Closed)

ILS Configuration



Arrive Runways 35

Depart Runway 4

Maximum AAR/ADR

ILS = 28-32/50

VFR = 30-34/50



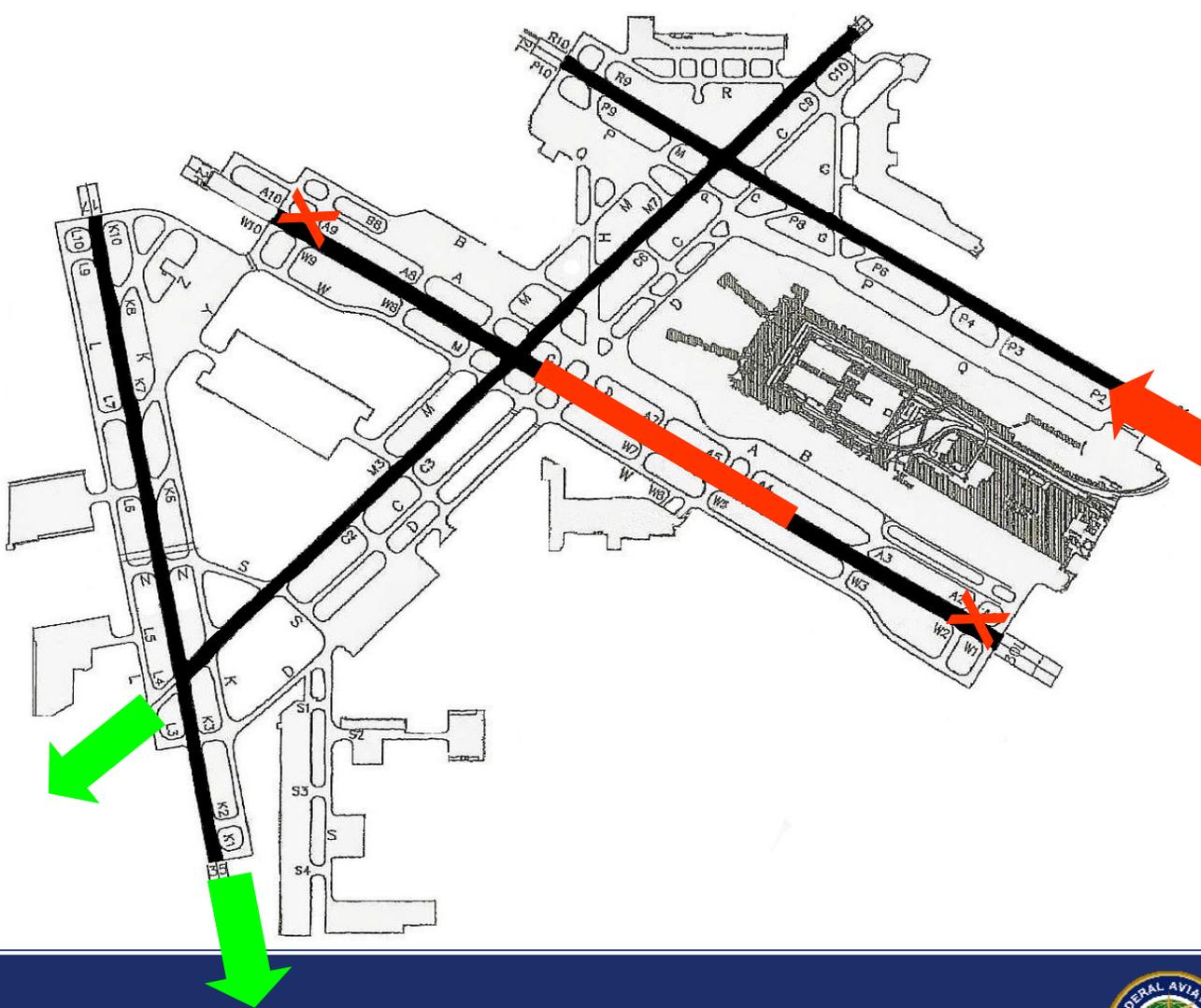
Federal Aviation
Administration

Summer 2007 (12R/30L Closed)

ILS Configuration

Arrive Runways 30R

Depart Runway 22 or 17



Maximum AAR/ADR

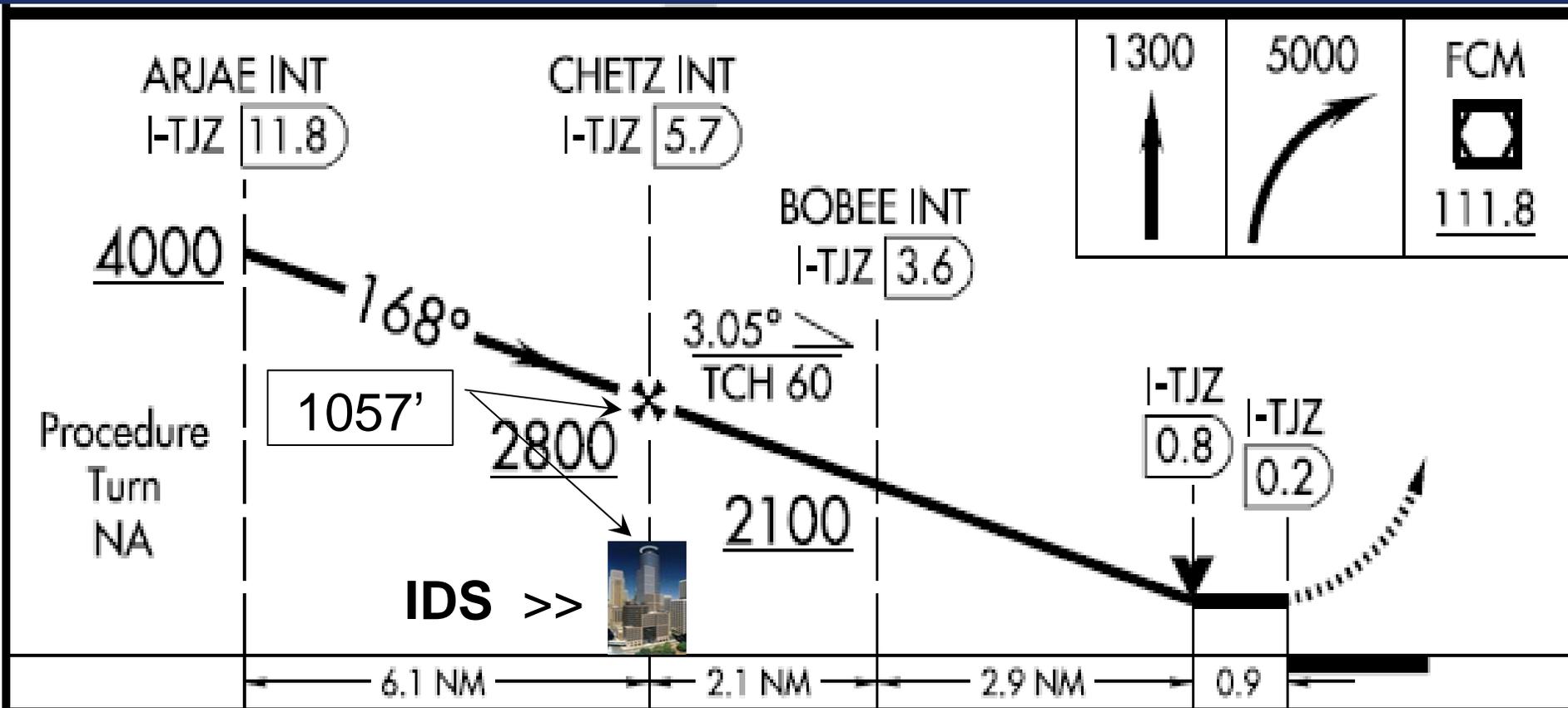
ILS = 26/50

VFR = 28-30/50

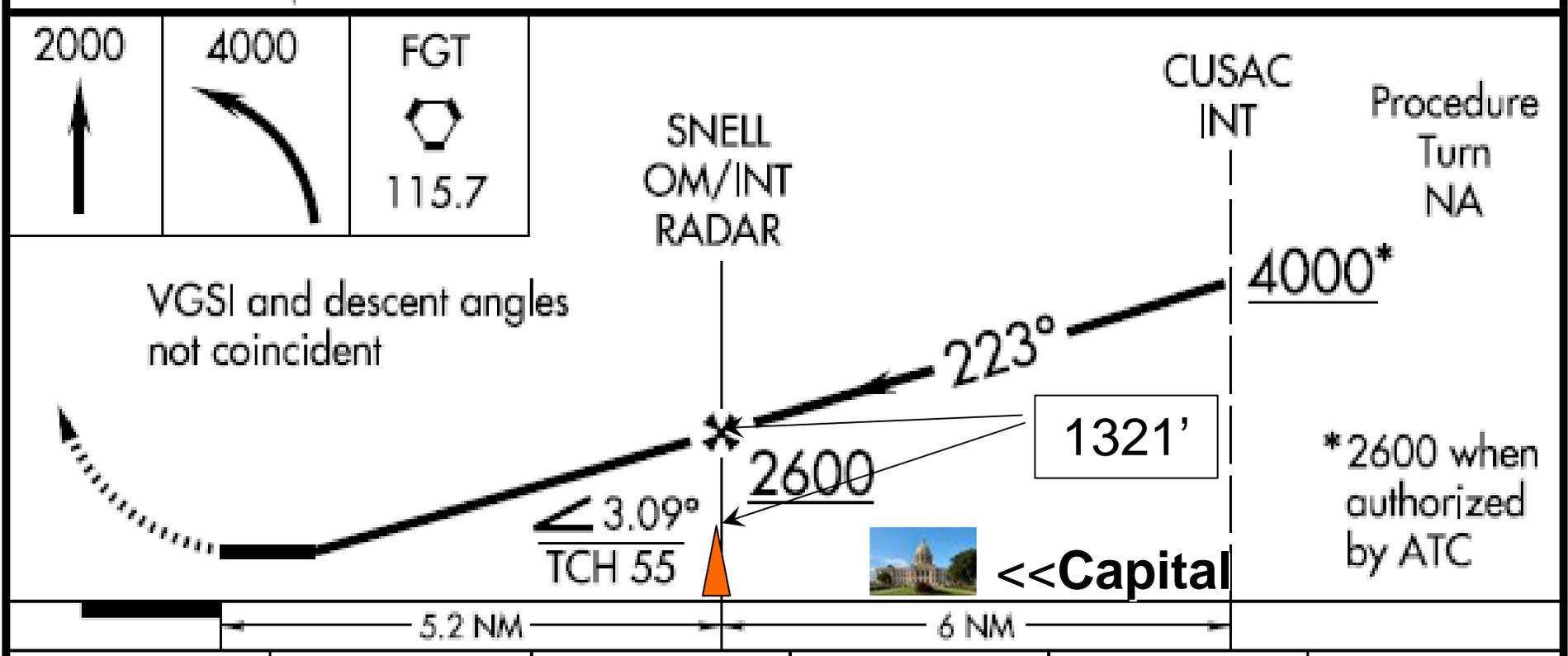


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Administration

APPROACH TO RUNWAY 17



APPROACH TO RUNWAY 22



Minimum Requirements to Conduct Rwy 22 LAHSO

FAA Order 7110.65R

Para. 3-10-4 Intersecting Rwy Separation

1. LAHSO will only be conducted in VFR conditions (1,700/4).
2. Instruct the aircraft landing on Rwy 22 to hold short of K taxiway for traffic landing Rwy 17.
3. Issue traffic information to both aircraft involved and obtain an acknowledgment from each. Request a read back of hold short instructions when they are not received from the pilot of the restricted aircraft.
4. Issue the measured distance from the landing threshold to the hold short point rounded down to the nearest 50-foot increment if requested by either aircraft (8,550 feet available).
5. Conditions of 2, 3, and 4 shall be met in sufficient time for the pilots to take other action (normally when landing clearance is issued).



6. Land and Hold short runways must be free of any contamination, with no reports that braking action is less than good.
7. There is no tailwind for the landing aircraft restricted to hold short of the intersection. The wind may be described as “calm” when appropriate.
8. The aircraft required landing distances are listed in the current LAHSO directive.
9. LAHSO lighting in place and operational.

MSP Facility Initiatives

10. 1,700/4 will be the weather minimum for this operation.
11. No heavy aircraft will be asked to hold short (Except B-757/Hs).
12. One tower controller working both arrival runways (17/22) on same frequency.
13. One tower controller working departure runway (12L).
14. A “Local Assist” may be in place for LAHSO operations.



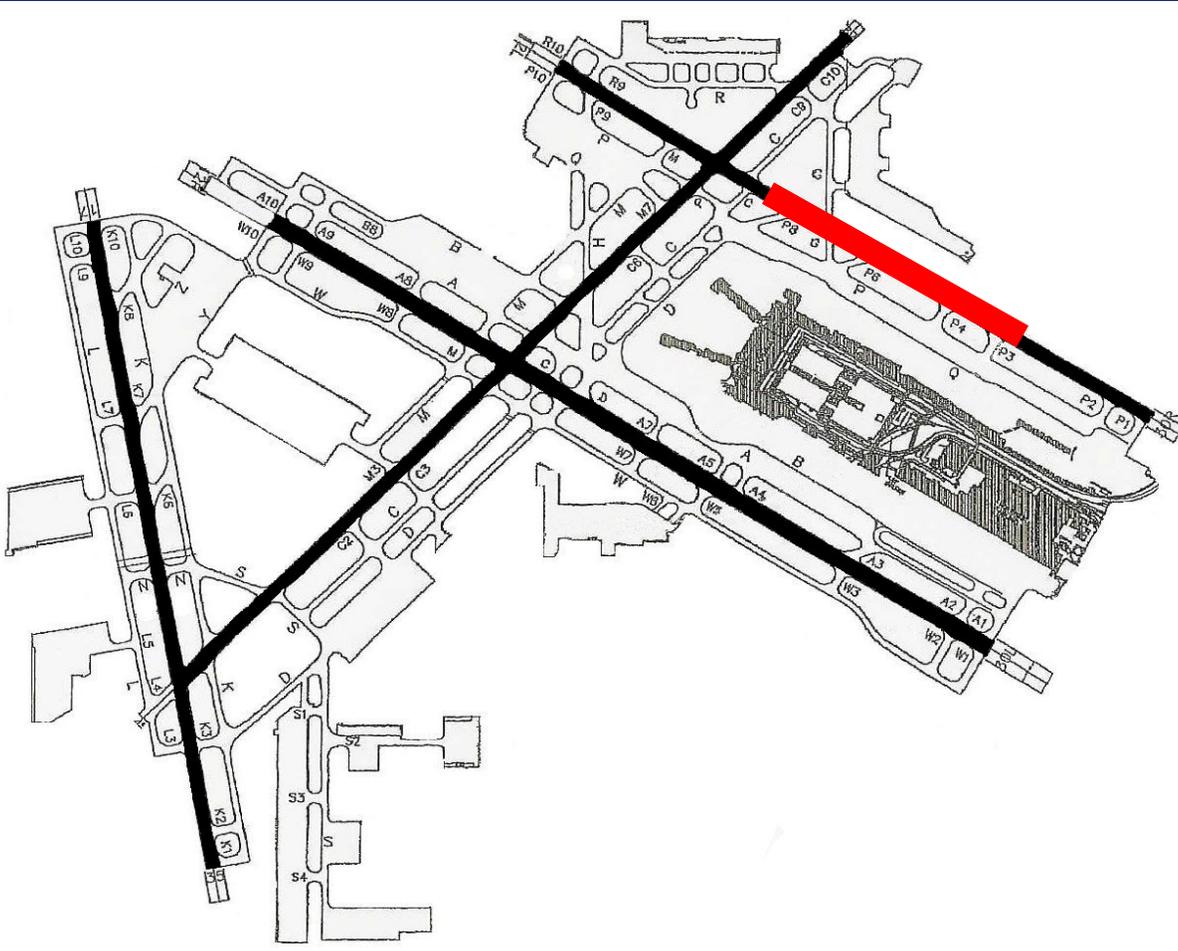
ATIS message for 17/22 arrivals

Land and hold short operations in effect.
Aircraft landing runway 22 expect to hold short of taxiway K for landing traffic, 8,550' available.

If unable to land and hold short advise approach control on initial contact.



Summer 2008 (12L/30R Closed)



Length of project:
Approx 12-weeks

Resurfacing of the center
section of 12L/30R

Runway Closed Tentatively
May 5– August 16



<http://weather.noaa.gov/weather/current/KMSP.html>

Conditions at	MSP 2007.08.06 2053 UTC
Wind	Calm
Visibility	7 mile(s)
Sky conditions	overcast
Temperature	82.9 F (28.3 C)
Dew Point	64.9 F (18.3 C)
Relative Humidity	54%
Pressure (altimeter)	29.83 in. Hg (1010 hPa)
Pressure tendency	0.01 inches (0.5 hPa) lower than three hours ago
ob	KMSP 062053Z 0000KT 7SM SCT030 SCT150 OVC200 28/18 A2983 RMK AO2 SLP097 T02830183 55005



Carl Rydeen
Assistant Air Traffic Manager
Minneapolis Air Traffic
Control Tower

