

Louis Armstrong New Orleans International Airport

IATA/ICAO CODE: MSY/KMSY
CITY: New Orleans
STATE: LA
COUNTRY: USA

AIRPORT CONTACT

Information confirmed as current by the airport 3/2011

Name:	Ronaldo Nodal	Sheldon Demas
Title:	Airport Operations Manager	Noise Programs
Airport:	Louis Armstrong New Orleans International Airport	Louis Armstrong New Orleans International Airport
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Airport Web Site:	www.flymsy.com	

ELEVATION: 4 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
01/19	7001	-	-	150
06/24	3570	-	-	150
10/28	10104	-	-	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Aircraft be established on final no closer than five miles from the approach end of the runway.

Aircraft departing runways 01 and 10 will fly runway heading until leaving 3000 feet.

Aircraft departing runway 19 will fly runway heading until leaving 2000 feet.

Aircraft departing runway 28 will turn no further right than 330 degrees, or left to 250 until leaving 3000 feet.

Restrictions on practice instruments approaches and associated circling maneuvers for turbine aircraft weighing more than 12,500 pounds and general aviation training flights over noise sensitive areas are limited between 7:00pm and 7:00am.

CONTINUOUS DESCENT ARRIVAL (CDA) - [NONE](#)

AIRPORT CURFEWS - [NONE](#)

PREFERENTIAL RUNWAYS

Informal, designed to attain the objective desired, i.e., noise abatement over the effected areas in the vicinity of the airport:

- Runway 28 for landing.
- Runway 19 for landing between 2200 and 0600 LST.
- Runway 01 and 10 for departures.

Runway 06/24 is closed for all take-offs and landings. Available for taxi only.

OPERATING QUOTA - [NONE](#)

ENGINE RUN-UP RESTRICTIONS

0700 to 2300 - no prolonged operation above idle RPM at or on the ramp.

2300-0700 - Operations limited to: Idle RPM, One engine at a time, 5 minute maximum duration.

If maintenance requires higher RPM and/or longer duration they are instructed to use the run-up area that is located at the west end of taxiway Echo.

APU OPERATING RESTRICTIONS - [NONE](#)

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-

Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM

The airport announced in January 2003 that it had purchased Megada Corporation's PASSUR Airport Monitoring system which will allow residents living near the airport to monitor aircraft flight tracks via the web. This system can be accessed through the airport's web site at <http://www.flymsy.com>

Portable Noise Monitoring Units. Monitoring conducted at request of residents.

As of this date noise limits have not been established.

Airport Radar Tracking System (ARTS) installed and operational. Continuous recording of aircraft flight tracks is conducted and tracks are reviewed by airport staff.

FLIGHT TRACK MONITORING SYSTEM

Yes

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)