K MSP Pilot Information and Noise Abatement Program

Pilots flying in and out of Minneapolis-St. Paul International Airport (MSP) operate over a major metropolitan area that surrounds the airport. This metropolitan area is our community.

To help address the noise impacts in our community, the Metropolitan Airports Commission (MAC) has implemented a world-class noise abatement program for MSP that is looked upon as one of the industry’s leaders among the nation’s airports.

The accomplishments of the MSP noise abatement program to date are the result of cooperative efforts made by the MAC, pilots, community representatives, and the Federal Aviation Administration (FAA).

Some of the most noted accomplishments include: installation of an Airport Noise and Operations Monitoring System and 39 remote monitoring towers; implementation of a Part 150 program in 1987 with updates in 1992 and 2004; sound mitigation of over 7,800 structures and acquisition of more than 400 residences; creation of the Noise Oversight Committee; and development of operational procedures in and out of MSP to minimize noise impacts on our community.

MSP IS A NOISE SENSITIVE AREA

Please be sensitive to MSP neighbors. Avoid prolonged low-altitude flight activity when possible.

The Metropolitan Airports Commission thanks you for your professionalism in helping us make MSP one of the most environmentally friendly airports in the nation.

For additional copies of this pilot guide contact: (612) 725-6327 or visit http://www.macnoise.com/resources/pilot_info

Printed 3/17/2010
MSP Runway Use and Operational Procedures

ARRIVALS
Arrivals to MSP will operate over residential areas, particularly on final approach. Noise generated by drag and disruption of airflow along the aircraft surface is intensified when the landing gear is extended.

**HOW CAN PILOTS HELP?**
Pilots can help reduce noise impacts by avoiding early extension of landing gear whenever possible. Delaying extension of the landing gear until it is necessary for compliance with ATC instructions and preparation for a safe landing will help minimize unnecessary drag and noise without jeopardizing a safe landing.

DEPARTURES
Noise Abatement Departure Profiles (NADP) were designed to reduce noise exposure for residents living close-in to an airport (within 3.5 miles/close-in procedure) or further out (beyond 3.5 miles/distant procedure) from an airport.

The Metropolitan Airports Commission (MAC) has designated the distant procedure for all runways at MSP (4, 22, 30L/R, 12L/R, 35, and 17). The Distant NADP, sometimes referred to as the “Standard” procedure, is designed to benefit residents further from the airport (beyond 3.5 miles).

**HOW CAN PILOTS HELP?**
Pilots can help by following the procedures outlined in your aircraft operating handbook/flight manual to ensure proper implementation of the distant procedure. Fly the procedure each and every time you depart MSP.

**NOTE:** FAA regulations and requirements take precedence over noise abatement procedures. RECOMMENDED PROCEDURES ARE NOT INTENDED TO CONFLICT WITH INSTRUCTIONS FROM ATC OR THOSE THAT ARE THE EXCLUSIVE AUTHORITY OF THE FAA.