

KMSP 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.

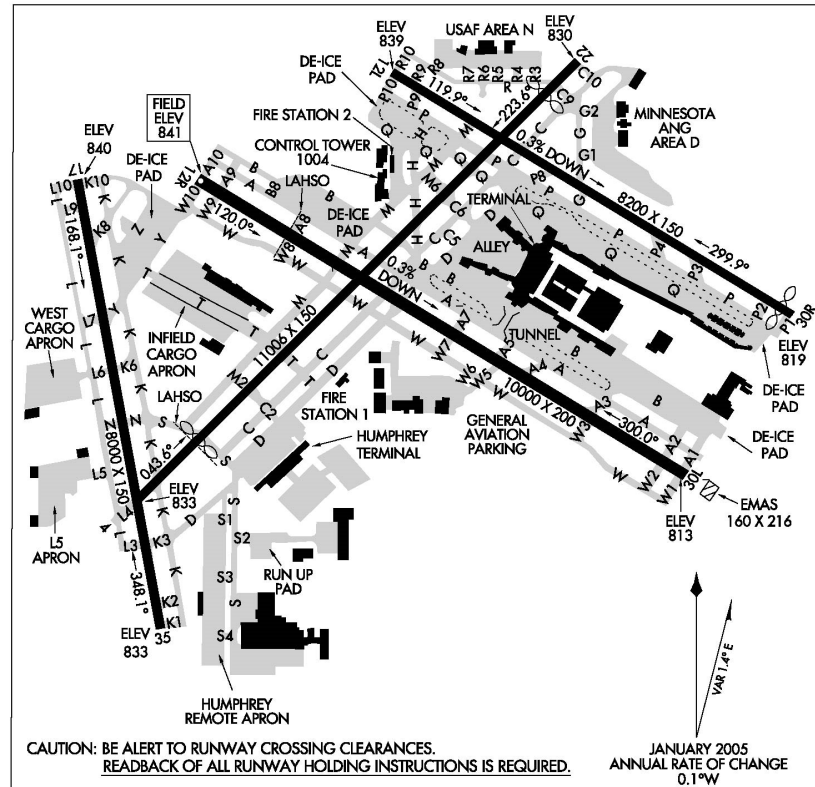
The accomplishments of the MSP noise abatement program to date are the result of cooperative efforts made by the MAC, pilots, community representatives, and the Federal Aviation Administration (FAA).

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.



AIRPORT DIAGRAM MINNEAPOLIS, MINNESOTA
MINNEAPOLIS-ST PAUL INTL/WOLD-CHAMBERLAIN (MSP)

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

Printed 3/17/2010

KMSP Pilot Information & Noise Abatement Procedures

AIRPORT INFORMATION

Field Elevation: 841
S100, D200, ST175, DT400, and DDT850

RUNWAY INFORMATION & COMMUNICATIONS

RWY 4 - 22 11,006 x 150
MINNEAPOLIS TOWER: 126.7 273.55 (12R-30L & 4-22)
RWY 4 LOC, Disp. Thresh. 1,550', PAPI (3.0°), MALSR
RWY 22 LOC, Disp. Thresh. 1,000', PAPI (3.0°), MALSR
Obstructions: trees

RWY 12L - 30R 8,200 x 150
MINNEAPOLIS TOWER: 123.95 273.55 (12L-30R)
RWY 12L ILS/DME (Cat II/ III), PAPI (3.0°), ALSF2
RWY 30R ILS (Cat I), Disp. Thresh. 200', PAPI (3.0°), REIL
Obstructions: trees

RWY 12R - 30L 10,000 x 200
MINNEAPOLIS TOWER: 126.7 273.55 (12R-30L)
RWY 12R ILS/DME (Cat II/ III), PAPI (3.0°), ALSF2
RWY 30L ILS/DME (Cat II), PAPI (3.0°), ALSF2
Obstructions: trees

RWY 17 - 35 8,000 x 150
MINNEAPOLIS TOWER: 126.7 273.55 (17-35)
RWY 35 ILS/DME (Cat II/III), PAPI (3.0°), ALSF2
RWY 17 LOC/DME, PAPI (3.0°), REIL
Obstruction: tree

ATIS/ASOS, GROUND CONTROL, & CLEARANCE DELIVERY

ATIS ARR:	135.35 239.275
ATIS DEP:	120.8
GND CON N	121.8 348.6
GND CON S	121.9 348.6
GND CON W	127.925
GND MTRG	133.57
CLNC DEL	133.2
ASOS PHONE	(651) 298-1410



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.**

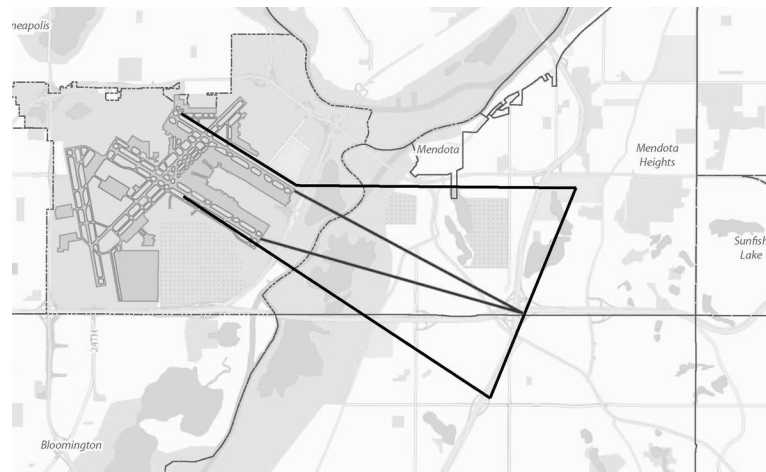
Runway 12L and 12R Eagan/Mendota Heights Departure Corridor

The area immediately southeast of MSP beyond the Minnesota River has been purposely developed as a commercial/industrial corridor.

When safety and weather conditions permit, FAA air traffic controllers will direct departing aircraft to utilize Runways 12L and 12R to help keep jet aircraft within the Eagan/Mendota Heights established corridor boundaries.

HOW CAN PILOTS HELP?

Pilots can help by anticipating a corridor heading and precisely following the assigned heading. This will ensure that a greater number of operations will track through the corridor area and reduce noise impacts on our neighbors.



Eagan/Mendota Heights Departure Corridor Area

macnoise.com



Runway 17 Turbojet Departure Procedure

Runway 17/35 opened in October 2005. This 8,000 ft. runway adds 25 percent more operational capacity at MSP. To help make this new runway a success, the MAC gained approval for an innovative procedure off Runway 17 that will help reduce noise impacts on residents in close proximity to the departure end. The success of future development projects at the airport is largely dependent on minimizing noise impacts from Runway 17 operations to the greatest extent possible.

This procedure is identified as the Runway 17 Turbojet Departure Procedure (DP). The Runway 17 Turbojet DP is implemented via ATC instructions to pilots. The FAA issued a notice (MSP AT N7110.208) stating that all westbound aircraft departing Runway 17 will be assigned runway heading until reaching 3 NM DME. After reaching 3 NM DME, ATC will assign a heading west of runway heading.

HOW CAN PILOTS HELP?

Familiarize yourself with the Runway 17 Turbojet DP and other departure procedures designed for Runway 17, and follow ATC instructions precisely. The Runway 17 RNAV DP focuses departure paths over the Minnesota River to help reduce noise impacts south of MSP. During low-demand time periods pilots may receive instructions to perform the Runway 17 River Published DP or the Runway 17 River DP.

Runway 17 Turbojet Departure Procedure

