AIRCRAFT NOISE

Minneapolis-St. Paul International Airport

Thank you for your recent inquiry regarding aircraft activity at Minneapolis-St. Paul International Airport (MSP). We appreciate your interest and want you to know we are listening.

The Metropolitan Airports Commission's (MAC) Noise Program Office has helped residents understand the complexities of aircraft noise for more than 30 years. We are here to help you too.

Who regulates aircraft activity?

The Federal Aviation Administration (FAA) regulates all aircraft activity.

The FAA's Air Traffic Control (ATC) is solely responsible for directing aircraft on the ground and in the air. ATC's highest priority is the safe and efficient movement of aircraft. Air traffic control procedures help them maintain a systematic flow and keep planes at safe distances from one another. The MAC (airport) has no jurisdiction over aircraft activity.

The FAA also regulates the maximum noise levels aircraft are legally allowed to generate. These levels are categorized as "stages." Currently, aircraft flying into and out of MSP must meet Stages 3, 4, and 5; Stage 5 is the quietest.

What is the Metropolitan Airports Commission?

The Metropolitan Airports Commission (MAC) is a public corporation governed by a board of commissioners that reports to the Governor of Minnesota and its state Legislature. We own MSP Airport and provide the facilities airlines use to fly passengers from MSP to airports around the world, including airport roadways and runways, service buildings, airport terminals and parking ramps.

Residential Noise Mitigation

Recognizing the impact aircraft noise can have on individuals, the MAC provides qualified homes with noise mitigation. Mitigation typically consists of alterations to a home's physical structure (windows, doors, insulation and air conditioning are a few examples) that reduce noise levels inside the home. Every year the MAC assesses the previous year's actual aircraft noise impacts around MSP. Homes located within certain noise thresholds may become eligible for noise mitigation when all criteria are met.

Homes that do not meet the criteria cannot be added to the program as eligibility is based on federally approved thresholds.

For homeowners who wish to "sound-proof" their own home, the MAC offers *Tips for Insulating Your Home against Aircraft Noise.* Find it here: macnoise.com/pdf/sound_mitigation_guide_2016.pdf

The MAC began providing mitigation against aircraft noise in 1992. More than 15,000 homes and 19 schools have been mitigated thus far. The current program is scheduled to run until 2023.

To determine if your home is eligible for mitigation, visit macnoise.com and click on "Do I Qualify for Home Noise Mitigation?"

Noise Complaints

Residents can file aircraft noise complaints with the MAC at any time via the internet or by phone.

It's important to know that aircraft noise complaints alone cannot change how the airport operates. Where aircraft fly, as well as their associated noise levels, depends on factors such as wind and weather, the number of arrivals and departures, the time of day, construction activity and other conditions, all which play a part in how the airport operates at any given time.

Aircraft noise and activity complaints are, however, used in conjunction with flight data to corroborate specific events or identify possible trends. Some city governments also use complaints to gauge the level of concern about aircraft noise in their communities.
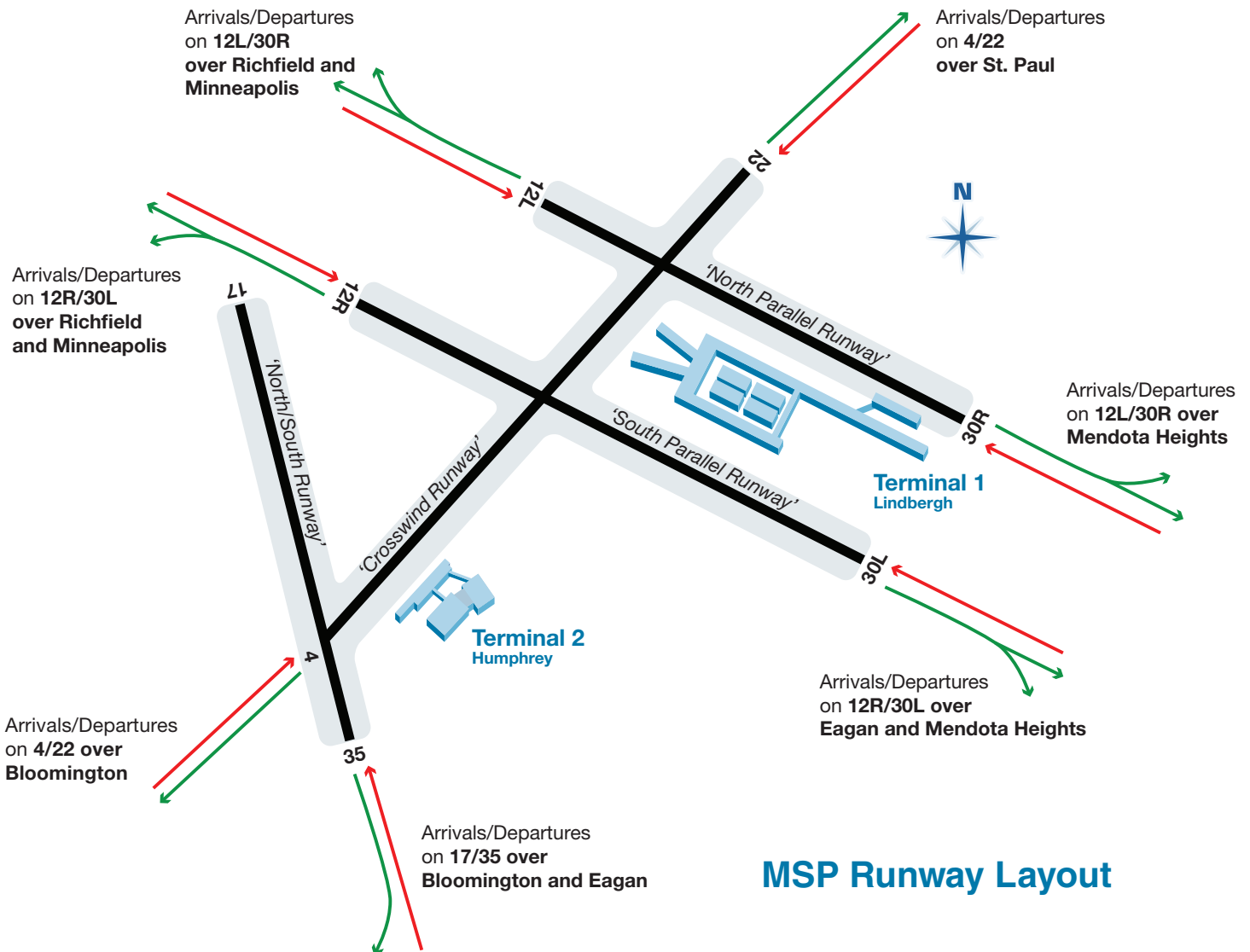
Runway Use at MSP

The FAA is solely responsible for determining which runways are used for takeoffs and landings at MSP. It is a complex task that takes into consideration numerous factors, including: safety, efficiency, wind direction and speed (on the surface and aloft), air traffic congestion, aircraft weight, the number of inbound and scheduled outbound aircraft, noise abatement procedures, and others.

When these factors allow for flexibility, the FAA's air traffic controllers use MSP's Runway Use System as a guide to choose runways based on aircraft noise impacts.

To learn more about how the FAA determines runway use at MSP, visit www.macnoise.com/msp-runway-use-system-overview.

Arrivals/Departures on **12L/30R over Richfield and Minneapolis**

Arrivals/Departures on **4/22 over St. Paul**

Arrivals/Departures on **12R/30L over Richfield and Minneapolis**

Arrivals/Departures on **12L/30R over Mendota Heights**

Terminal 1
Lindbergh

Terminal 2
Humphrey

Arrivals/Departures on **12R/30L over Eagan and Mendota Heights**

Arrivals/Departures on **4/22 over Bloomington**

Arrivals/Departures on **17/35 over Bloomington and Eagan**

'North Parallel Runway'

'North/South Runway'

'Crosswind Runway'

'South Parallel Runway'

MSP Runway Layout