



MINNEAPOLIS-ST.PAUL INTERNATIONAL AIRPORT (MSP)

NOISE OVERSIGHT COMMITTEE (NOC)

RESOLUTION # 01-2014

**REGARDING FUTURE FAA PERFORMANCE-BASED NAVIGATION (PBN)/AREA
NAVIGATION (RNAV) STANDARD DEPARTURE PROCEDURE DESIGN AND
IMPLEMENTATION EFFORTS AT MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT
(MSP)**

WHEREAS, the NOC is the primary advisory body to the full Metropolitan Airports Commission (MAC) on topics related to aircraft noise at MSP; and,

WHEREAS, NOC members have been officially selected to represent their respective community group and airport user group constituencies and vote accordingly; and,

WHEREAS, the NOC is a balanced forum for the discussion and evaluation of noise impacts around MSP including the identification, study, and analysis of noise issues; and,

WHEREAS, since 2007 the NOC has advocated for implementation of Performance-Based Navigation (PBN) procedures in the form of Area Navigation (RNAV) to enhance existing vectored noise abatement procedures at Minneapolis-St. Paul International Airport (MSP); and,

WHEREAS, in late 2010, amidst the ongoing NOC dialogue on RNAV noise abatement procedures, the Federal Aviation Administration determined it was moving forward with an airspace-wide Performance-Based Navigation (PBN) procedure design and implementation process in the form of Area Navigation (RNAV) Standard Instrument Departures (SIDs) and Standard Terminal Arrival Routes (STARs) on all runways at MSP; and,

WHEREAS, the NOC realized there were expanded considerations such as capacity, noise mitigation, and operational efficiency, beyond just noise, that would factor into the process as a result of the transition from a locally-focused noise procedure enhancement initiative, to an FAA headquarter-driven airspace-wide effort; and,

WHEREAS, on March 22, 2011 the NOC sent a letter, and the MAC Commission sent a similar letter on May 16, 2011, to the FAA requesting that the Agency's process include

various measures in the form of five noise related activities including noise impact analyses, community engagement, information sharing, and noise-reducing procedure design considerations; and,

WHEREAS, following the March 2011 NOC letter, FAA representatives indicated that the project scope did not include the requested analyses and community engagement/information sharing activities; and,

WHEREAS, the NOC structured a plan to attempt to provide the desired analyses and community engagement/information sharing activities (planned to require approximately six months to complete) following receipt of the FAA's final proposed procedure tracks; and,

WHEREAS, in early September 2012 the MAC and the NOC received the FAA's final proposed procedure tracks and shortly thereafter, in mid-September 2012, the FAA requested the MAC's support for the procedures by the end of November 2012 to avoid jeopardizing the procedure implementation by delaying publication by more than a year beyond the planned 2014 dates; and,

WHEREAS, the NOC analyses and community engagement/information sharing activities were accelerated and the planned six month timeframe was shortened to approximately a month-and-a-half to aid in the MAC's consideration of the procedures on the FAA's requested timeline; and,

WHEREAS, at the November 19, 2012 MAC Commission meeting over one hundred residents living northwest of MSP expressed passionate concern regarding the speed of the process and lack of FAA efforts to engage communities on the noise impacts of the procedures; and,

WHEREAS, at the November 19, 2012 MAC Full Commission meeting, in consideration of the residents' concerns, the MAC voted to support the proposed STARs to all runways at MSP and the proposed SIDs off all runways except Runways 30L and 30R; and,

WHEREAS, since the November 19, 2012 MAC Commission meeting, NOC City Representatives have received increasing concerns from their constituencies located southeast and south of MSP regarding the possible noise impacts of RNAV implementation on their neighborhoods; and,

WHEREAS, in February 2014 the FAA determined the RNAV STARs can be implemented as proposed and that the partial implementation of RNAV SIDs at MSP is not possible for safety reasons; and,

WHEREAS, the FAA's proposed RNAV STARs integrate the use of Optimized Profile Descents, are overlays of existing arrival paths, reduce noise impacts under the arrival paths, and reduce fuel burn and associated emissions,

NOW THEREFORE BE IT RESOLVED, by the Noise Oversight Committee of the Minneapolis-St. Paul International Airport that:

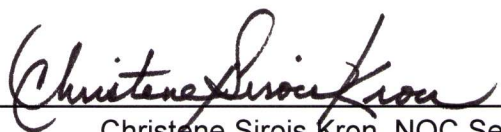
The NOC supports the following FAA actions related to any possible future RNAV SID design and implementation at MSP, and requests the MAC's support of the following provisions to be communicated to the FAA:

1. The NOC remains supportive of the RNAV STARs as presented and the FAA should move forward with the implementation of these procedures at MSP.
2. The FAA RNAV STAR procedures should incorporate Optimized Profile Descents for all runways at MSP.
3. Prior to the commencement of any future RNAV SID design and implementation efforts at MSP, the FAA must present to the NOC and the MAC a case study of the successful implementation of RNAV at an airport with similar challenges to those existing at MSP, which includes the airport's location adjacent to densely populated residential areas. The case study should detail, how the FAA's proposed design and implementation plan for MSP builds on the proven successes at the other similarly-situated airport.
4. Any future FAA RNAV SID design and implementation plans must, in addition to the above, be structured in a way that incorporates the provisions communicated in Mr. Jeff Hamiel's February 1, 2013 letter to the FAA regarding future FAA community outreach efforts related to RNAV implementation at MSP (See Attachment 1).
5. The NOC acknowledges the FAA will need adequate time to prepare the requested case study and community outreach plan, and as such, the FAA's future implementation of RNAV SID could be delayed until said study and outreach plan are finalized.

Adopted by the Noise Oversight Committee of the Minneapolis-St. Paul International Airport this 6th day of March 2014.

Representative	Vote
Oleson	Aye
Miller	Aye
Petschel	Aye
Quincy	Absent
Fitzhenry	Aye
Bergman	Aye
Hennessy	Aye
Carlson	Absent
Erazo	Aye
Underwood	Aye
McQuillan	Aye
Christiansen	Aye

Resolution adopted by a unanimous vote of 10 to 0.


Christene Sirois Kron, NOC Secretary

METROPOLITAN AIRPORTS COMMISSION



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Office of Executive Director

February 1, 2013

Mr. Dennis Roberts
 Director, Airspace Service
 Orville Wright Bldg. (FOB10A)
 FAA National Headquarters
 800 Independence Ave., SW
 Washington, DC 20591

Dear Mr. Roberts,

I am writing to follow up on our January 15, 2013 meeting regarding the Federal Aviation Administration's (FAA) Performance-Based Navigation Implementation (PBN) efforts at Minneapolis-St. Paul International Airport (MSP). As you know, on November 19, 2012, the MAC provided support for "partial implementation" of the FAA-proposed Area Navigation/Required Navigation Performance (RNAV/RNP) Standard Terminal Arrival Routes (STARs) and RNAV Standard Instrument Departures (SIDs), with the exception of the Runways 30L and 30R RNAV SIDs to the northwest of MSP. As part of our discussion, you asked that we provide a framework for the FAA's consideration in its community outreach efforts at MSP to facilitate any future implementation of RNAV SIDs.

Our recommendations are as follows:

1. **Timing**

We recommend that the FAA focus on the partial implementation proposal supported by the MAC. FAA efforts to re-engage the communities on the possibility of RNAV SIDs on Runways 30L and 30R should commence in July 2015 after the partial implementation proposal has been implemented and there has been ample time between partial implementation and follow-on outreach efforts. This will allow for successful integration of the procedures and data gathering in support of follow-on efforts.

2. **Local FAA Leadership as a Critical Component**

Local FAA Air Traffic Control representatives (Mr. Rydeen and his team) should be placed in lead positions when communicating with the public and strategizing on the appropriate allocation of FAA resources in addressing community concerns. The insight and years of experience that Mr. Rydeen and his team can provide will help to ensure that FAA resources are directed toward community initiatives, the successful completion of which will be critical to ensuring local needs and expectations will be addressed in the process and conflict minimized. Moreover, including local FAA Air Traffic Control in decisions related to procedure design and publishing schedule development should ensure that future community initiatives, and the time required to complete them adequately, are not excluded from the overall FAA planning process.

3. **Holistic Outreach**

Any future FAA efforts to re-engage communities northwest of MSP (such as Richfield, Minneapolis, or Edina) in support of RNAV SID implementation on Runways 30L and 30R, should also include a component intended to reach out to the communities impacted by the partial implementation of RNAV procedures. The plan should include components for engaging the communities to the south and east of MSP to receive feedback on how the procedures are impacting communities. Moreover, the effort should include a willingness on behalf of the FAA to consider procedure changes to address community concerns, in circumstances where such changes would not impact safety or efficiency.

4. **Early Coordination with Local Community Leaders**

Future FAA efforts to re-engage communities around MSP must begin with outreach to key community representatives in each of the cities located within a defined area around the airport (at a minimum this should include communities that have expressed interest in this issue to date) to establish community expectations related to community outreach efforts and related analyses. This effort will help to define the specific elements in the plan that will be critical to addressing community concerns in the case of communities to the northwest of MSP where RNAV SIDs are yet to be implemented, as well as in communities where the procedures are being used. This will be critical for maintaining support throughout the process for the implementation of RNAV SIDs on Runways 30L and 30R.

5. **Adequate Resource Allocation**

The FAA will need to dedicate the resources necessary to complete the elements of the plan successfully. This will likely require a mix of FAA staff resources and consultant services with a dedicated project budget. Local FAA Air Traffic Control representatives will be an important participant in the development and prioritization of these project resources. As we have experienced over the years, early outreach to the communities will tend to define the scope and focus of the plan required for a successful outcome. The appropriate allocation of the resources necessary to address local expectations is critical to the success of the community outreach effort.

The communities around MSP are very engaged and have a long history of intelligent dialogue, and active participation, with regard to the topic of aircraft noise. This has resulted in a complex environment within which to plan for and implement projects that have a well-defined aircraft noise component, such as PBN.

I hope you find the above insights helpful in defining a productive path forward that positions the FAA to meet local expectations successfully. Respecting that the FAA is the lead agency on PBN initiatives, I want to assure you that the MAC stands ready to provide assistance as needed.

Sincerely,



Jeffrey W. Hamiel
Executive Director/CEO
Metropolitan Airports Commission