



# SPRING LISTENING SESSION

APRIL 19, 2017  
7:00 PM





# LISTENING SESSION

- 7:00 – Welcome
- 7:05 – Introductions
- 7:10 – Aircraft Noise Basics Video
- 7:20 – NextGen Arrival Environmental Benefits
- 7:30 – Open Floor Conversation
- 8:00 – Closing Feedback





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WHAT IS YOUR NAME?

WHERE DO YOU LIVE OR WHO DO YOU REPRESENT & FOR HOW LONG?

WHAT DO YOU MOST LIKE ABOUT LIVING IN YOUR CITY?





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## Efforts underway to reduce aircraft noise

The Metropolitan Airports Commission (MAC) Noise Program Office focuses on efforts to reduce noise through a balanced approach including reduction of noise at the source, land use planning and management and noise abatement operational procedures.

**Reduction of Noise at the Source** – which, in the United States, relies on aircraft noise certification standards set by the Federal Aviation Administration (FAA). Essentially, the amount of noise an aircraft produces must fall within levels the FAA establishes. In 2016, the FAA began a process to establish a more stringent noise standard (known as Stage 5) to apply to new airplanes certified after December 31, 2017 (or December 31, 2020 for airplanes weighing less than 121,254 pounds).

The Stage 5 noise standard is intended only for newly developed aircraft and does not result in a restriction of production out-of for airplanes approved under Stage 3 or Stage 4 standards. Moreover, the MAC does not have the authority to restrict aircraft from operating at the Minneapolis-St. Paul International Airport (MSP) or any of its airports based on aircraft noise levels. Fortunately, aircraft engine and airframe manufacturers and aerospace designers continually invest in technology improvements to reduce noise levels emitted from aircraft.

For example, NASA's Environmentally Responsible Aviation (ERA) Project has an ambitious goal of reducing cumulative noise levels 42 decibels Effective Perceived Noise Level (dBEPNL) below Stage 4 requirements for aircraft entering service in 2025.

**Land Use Planning and Management** – refers to the reduction of noise impact to sensitive areas, such as homes and schools. The MAC's Residential Noise Mitigation Program at MSP is one of the most extensive in the United States, providing sound mitigation to eligible homes in areas beyond the national standard. Since 1992, the MAC has spent almost \$500 million in property acquisition and home insulation for over 18,000 residences and 18 schools.

**Noise Abatement Procedures** – address the operation of an aircraft to reduce noise impacts over sensitive areas, such as



residences. The MAC Noise Program Office worked with the FAA to develop the following procedures at MSP to reduce noise impacts (for a full description of the procedures, visit [macnoise.com/our-neighborhoods/noise-abatement-efforts](http://macnoise.com/our-neighborhoods/noise-abatement-efforts)).

- Eagan-Mendota Heights Corridor
- Runway Use System
- Noise Abatement Departure Profiles
- Minneapolis Straight-Out Departures
- Voluntary Nighttime Agreements
- Nighttime Powerbacks
- Engine Flap-up Rule
- Pilot Training Restriction
- Runway 17 River Departure Procedure
- Runway 17 215-Degree Departure Heading
- West Cargo Ramp Hushkitted Engine Starts



Each month, some noise abatement procedures are evaluated for compliance and reported to MSP's Noise Oversight Committee (NOC) and to local air traffic management. The MAC publishes these monthly compliance reports on its website at [macnoise.com/bole-reports/monthly-operations-reports](http://macnoise.com/bole-reports/monthly-operations-reports).

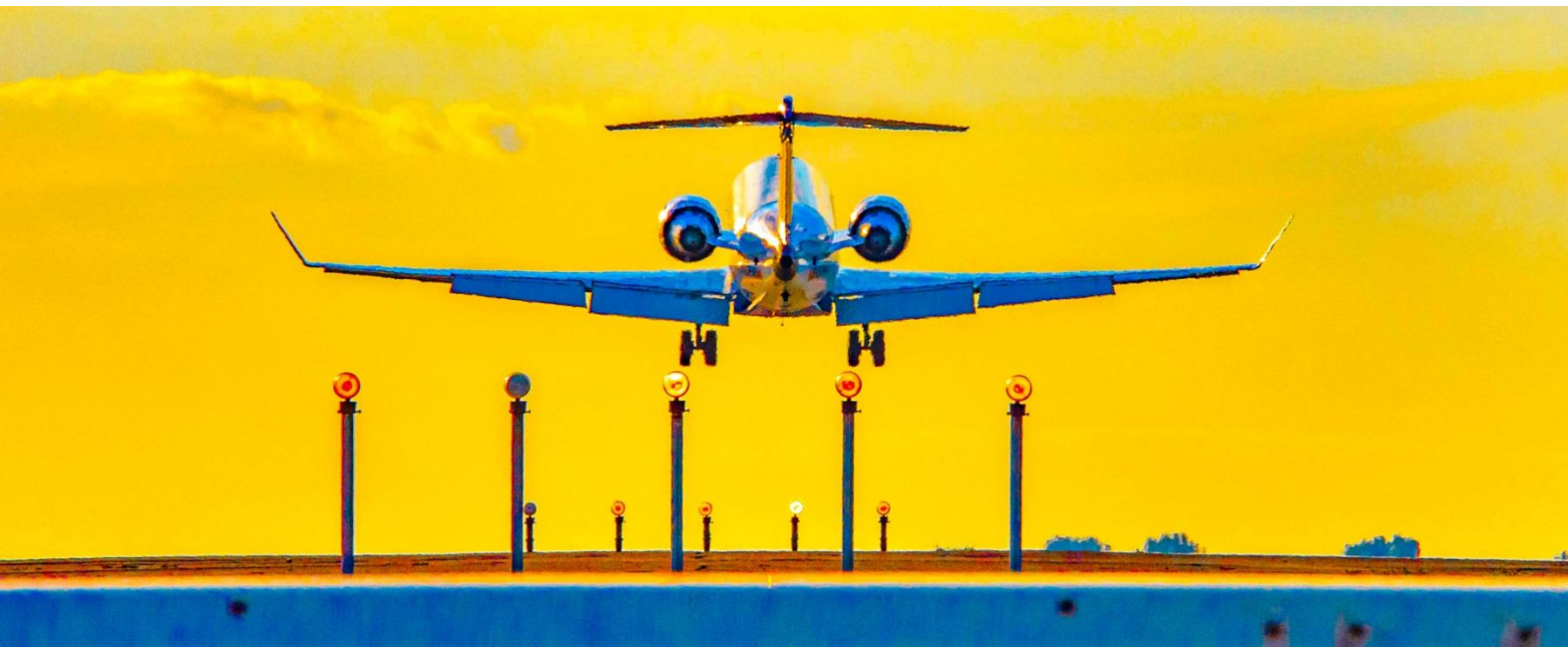
LEARN MORE ABOUT THE MAC'S NOISE ABATEMENT PROGRAMS.  
Visit [macnoise.com](http://macnoise.com) or call 612-726-9411.



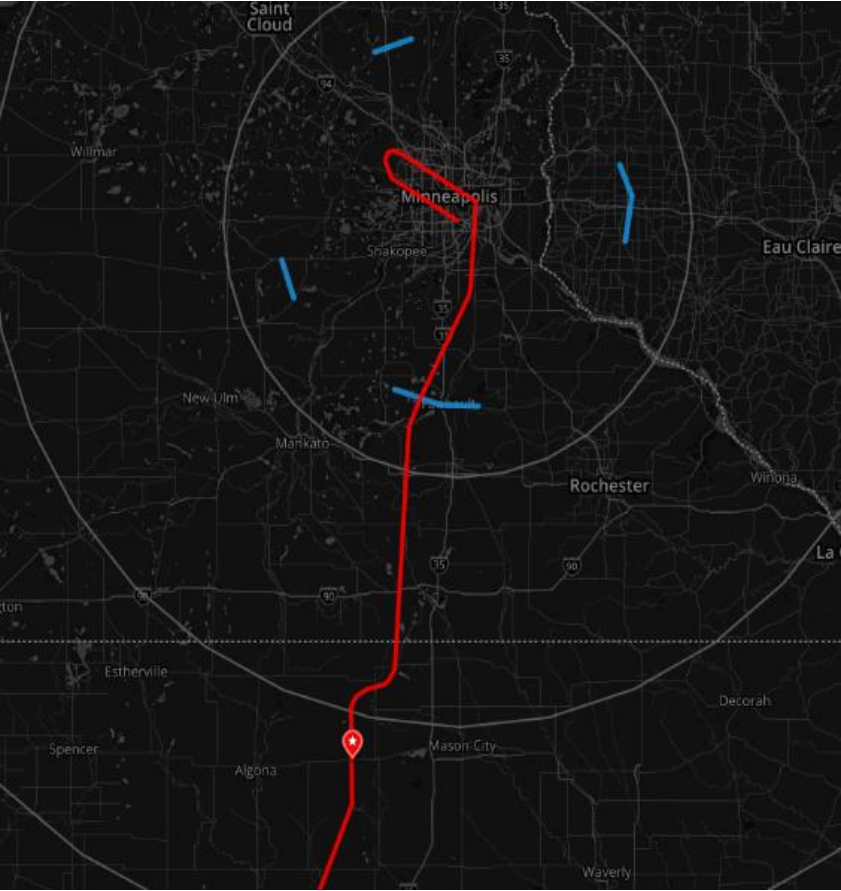


# LISTENING SESSION

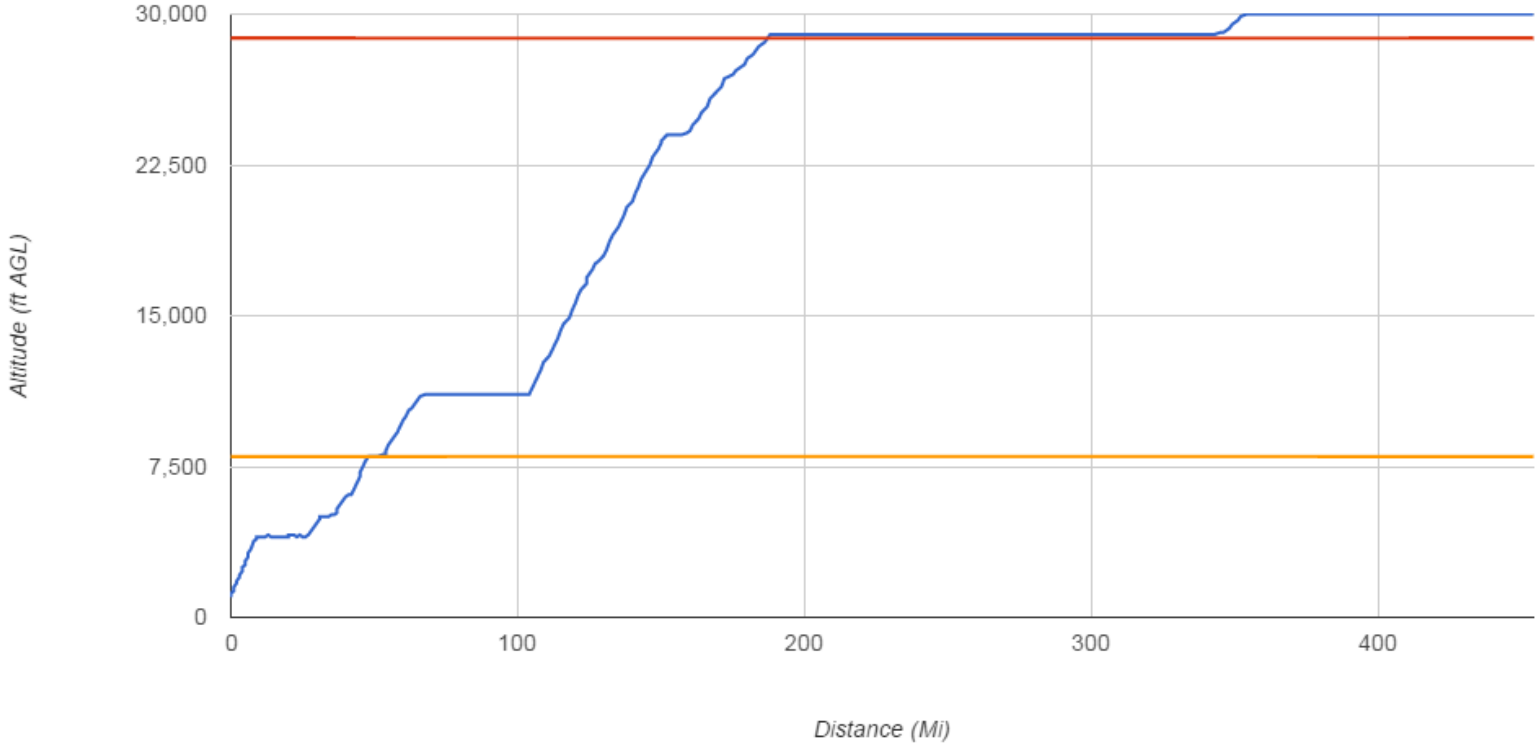
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# TRADITIONAL PROFILE



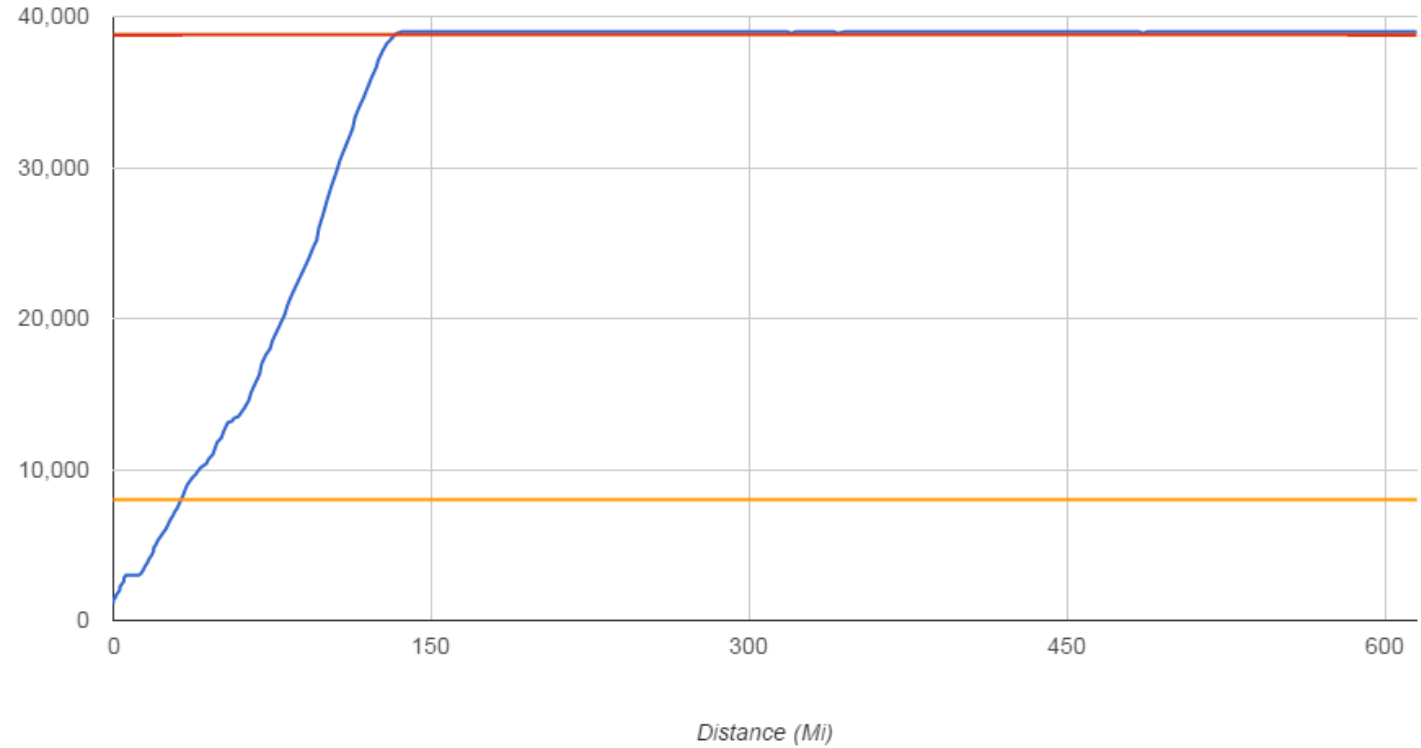
20140304231341ZMP1655FLG4002 profile



# NEW PROFILE



20151207101314ZMP4110DAL1088 profile



# OPD USAGE

80%

OF ALL CAPABLE MSP  
ARRIVALS HAVE AN  
OPD DESCENT  
PROFILE







OPD HAS  
REDUCED  
FUEL BURN BY

15.1  
10.1

GALLONS OF FUEL PER FLIGHT





OPD HAS  
REDUCED  
FUEL BURN BY

2,892,385

GALLONS OF FUEL ANNUALLY





OPD HAS  
REDUCED  
FUEL BURN BY

5,816,467

GALLONS OF FUEL SINCE  
IMPLEMENTATION



# OPD HAS REDUCED CARBON EMISSIONS BY

**28,465** METRIC TONS ANNUALLY



# OPD HAS REDUCED CARBON EMISSIONS BY

**57,243** METRIC TONS SINCE IMPLEMENTATION



# IMPLEMENTING OPD WOULD BE LIKE...



REMOVING  
**12,092**  
CARS FROM  
THE ROAD



REDUCING MILES  
DRIVEN ON  
ROADS BY  
**137,191,757**



REDUCING CO<sub>2</sub>  
EMISSIONS FROM  
**6,441,206**  
GALLONS OF AUTOMOBILE GAS



RECYCLING INSTEAD  
OF LANDFILLING  
**18,166**  
TONS OF WASTE



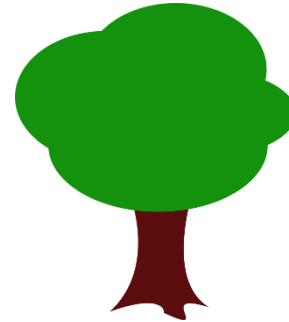
RECYCLING INSTEAD OF  
LANDFILLING  
**2,595**  
GARBAGE TRUCKS OF WASTE



ELIMINATING THE  
ENERGY USED AT  
**6,045**  
HOMES



CHANGING  
**2,029,174**  
INCANDESCENT LIGHT  
BULBS TO LED



PLANTING  
**1,483,518**  
TREES AND LETTING THEM  
GROW FOR 10 YEARS



PLANTING  
**54,186**  
ACRES OF  
FOREST



HAVING A SOLAR FIELD AT  
MSP THAT IS  
**2.5**  
TIMES ITS CURRENT SIZE

**NEXTGEN HAS BEEN THE BIGGEST SINGLE ACTION  
TO REDUCE GREENHOUSE GAS EMISSIONS AT MSP  
IN DOCUMENTED HISTORY**





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What did you like or dislike about this meeting format?

## SUMMER LISTENING SESSION

JULY 26, 2017

7:00 PM

