

- 1. Decision guidelines stated at the last meeting by the FAA representative were Safe - Orderly - Expeditious. If we have any hope of placing equal value on our community, I think Community Impact needs to be added to this. Don't you?**

The Federal Aviation Administration, through Joint Order 7110.65 defines the role of the Air Traffic Control in this country in the following manner:

“The primary purpose of the ATC system is to prevent a collision between aircraft operating in the system and to provide a safe, orderly and expeditious flow of traffic, and to provide support for National Security and Homeland Defense.”

The FAA representatives you heard from that quoted this purpose were speaking from the air traffic control functions of the FAA. This group is primarily responsible for the movement of aircraft through the National Airspace System. The front line employees do not have the ability to consider the community when performing their responsibilities.

The FAA does in fact consider the impact aviation has on the community. All construction projects at the airport that are funded in part with FAA dollars have to undergo an environmental review process and comply with the National Environmental Policy Act (NEPA). The MAC also ensures that the projects comply with the Minnesota Environmental Policy Act (MEPA). In addition to the typical construction projects, the MAC uses Federal environmental laws to operate our Noise Office. Airport noise compatibility planning is conducted using Federal Aviation Regulation Part 150. Further, the FAA does environmental review before modifying flight procedure changes. When Area Navigation (RNAV) Standard Terminal Approach Routes (STAR) were implemented at MSP in March 2015 it was the end of a lengthy process that included the environmental impact on the community.

- 2. What differences does the new MAC CEO see between our urban airport and his previous Denver airport which is outside city limits... And how will he address the increased community impact?**

There are many differences between Denver International and MSP. Denver is the newest major airport built in this country by two decades. Conversely, MSP is nearly a century old. This longevity has allowed MSP to be both functional and convenient. The Minnesota State Legislature determined through a Dual-Track planning process that the current site of MSP was preferred for the long-term home of the airport. As such, this site was expanded and improved to meet the demand for air travel in the region. The MSP long-term planning process has concluded that the existing airfield will meet the air travel demand for decades into the future.

This was not the case in Denver. Stapleton Airport was severely restricted in its ability to meet current demand for air service, and its runway configuration produced severe delays in bad weather conditions. Denver International was constructed, at a cost of \$4.8 billion dollars, to provide an airport for that area for the long-term future. From an environmental perspective, Mr. Ryks was the manager of the noise office at the Stapleton Airport in Denver and the new Denver International Airport. Anecdotal, he has shared that when the door was closed on Stapleton and flights began operating at Denver International in 1995, the phone calls about noise did not stop. When the new airport opened, residents that were not used to seeing airplanes began to see them and raised concerns. The new airport did not

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prevent residential development - development near the airport has occurred during the 20 year life of the airport. Residents appreciate the convenience of being near a hub airport.

The MAC has one of the most sophisticated noise offices in the country. This reputation has been earned through decades of taking an innovative approach to operating a major airport in an urban environment. Our data collection system is second to none and our mitigation program is one of the most aggressive in the nation, extending beyond the federally-established boundaries. From a flight procedures perspective, the MSP Noise Oversight Committee unanimously supported new arrival procedures at MSP, knowing that they would significantly reduce the carbon emissions of arriving aircraft due to a change in descent profiles. Finally, the MAC has begun actively participating in the Airport Carbon Accreditation program, hoping to achieve Level 1 Certification in 2016. Through this process the MAC will develop a third-party verified carbon footprint analysis for MSP. Next year the MAC plans to pursue Level 2 certification (reduction) at MSP developing a carbon management plan and reporting carbon reductions.

Looking to the future, MAC is continuing its innovative approach to collaborating and communicating with community stakeholders. In 2016 the MAC Noise Program Office is developing a Communication and Engagement Enhancement Plan to ensure collaboration on airport noise issues with airport neighbors is as effective as is possible going forward.