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# MSP NOISE NEWS

A quarterly publication of the Metropolitan Airports Commission - Aviation Noise and Satellite Programs

## Learn More About the MSP 2020 Environmental Assessment

In July 2010, the Metropolitan Airports Commission (MAC) approved the Minneapolis-St. Paul International Airport (MSP) Long-Term Comprehensive Plan (LTCP). The plan replaces the outdated 1996 plan, which was a result of a planning process that took place in the 1990s.

The MSP LTCP includes no additional runways or runway modifications through the year 2030, but improvements are needed and identified for roadways, terminal buildings, and other facilities to achieve the following goals:

- Provide sufficient, environmentally-friendly facilities to serve existing and future traveler demand;
- Provide improved energy efficiencies;
- Encourage increased use of public transportation to and from the facilities;
- Minimize confusion associated with having two terminals and multiple access points;
- Allow for flexibility in growth;
- Utilize and maintain existing facilities to the fullest extent possible; and
- Enhance aircraft operational safety and efficiency.

Based on existing conditions and anticipated increases in travel

demand, the focus will be on enhancing these areas: arrival curb, parking, international arrival facilities, passenger gates, security screening checkpoints, and baggage claim.

### MSP 2020 Improvements EA

In September 2010, the board authorized staff to begin the required Environmental Assessment (EA) process to prepare for anticipated development needs through the year 2020 (referred to as the MSP 2020 Improvements EA).

The EA process is in compliance with both the National Environmental Policy Act (NEPA) and the Minnesota Environmental Policy Act and is guided by the Federal Aviation Administration's (FAA) policies and procedures for considering environmental impacts: *FAA Order 5050.4B, "National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions"* and *FAA Order 1050.1E, "Environmental Impacts, Policies and Procedures."*

An important step is to develop alternatives to meet anticipated passenger and operation levels. Forecasted data associated with this timeframe was updated in May 2011 and considers recent economic conditions and changes in the

industry since 2009.

Just as important is ensuring the public is well informed of both the plan and possible associated environmental impacts.

In support of that goal, two public open houses have been scheduled where community members can gather detailed information about the EA process, including the proposed

### Open House Schedule

#### Wednesday, July 13, 2011

5:00-8:00pm  
Eagan Community Center  
1501 Central Pkwy  
Eagan MN 55121-1756

#### Thursday, July 14, 2011

5:00-8:00pm  
Washburn High School  
201 W 49th St  
Minneapolis MN 55419

alternatives.

Identical information will be available at both open houses and on the MAC noise program website: [www.macnoise.com/msp2020ea](http://www.macnoise.com/msp2020ea).

For more information about the open houses, visit the website link above or call 612-726-8100. ♦

## NOC News



The MSP Noise Oversight Committee (NOC) met **May 18, 2011** and

discussed the following topics:

### MSP 2020 Environmental Assessment Update

Metropolitan Airports Commission staff and consultants briefed NOC members on the latest developments associated with the MSP 2020 Environmental Assessment (EA) currently being conducted.

Included was a detailed update on forecast numbers and a review of

the areas at Minneapolis-St. Paul International Airport being considered for development and infrastructure changes over the next decade. (See Page 1)

### NOC Bylaws Modification

A representative from Sun Country Airlines has participated on the NOC as a Charter Airline member for the past several years.

Because Sun Country now offers primarily scheduled airline services in addition to its charter services, the NOC approved a modification to its bylaws that changes the membership designation to **Charter/Scheduled Airline** from simply Charter Airline.

### Review of Monthly Operations Data for March and April

NOC members received a briefing regarding the data found in the monthly operations reports, which can be found on the noise program website at: [www.macnoise.com/opreports](http://www.macnoise.com/opreports).

### Next NOC Meeting

The next MSP NOC meeting is scheduled for **July 20, 2011 at 1:30 p.m.** at the Metropolitan Airports Commission General Offices, located at 6040 28th Ave. South, Minneapolis.

For more information visit [www.macnoise.com/noc](http://www.macnoise.com/noc) or call 612-726-8100. ♦

## Ask the Expert

### Q. How does aircraft navigation technology benefit the environment?

**A.** Use of advanced aircraft navigation technology includes computerized flight management tools that provide detailed performance and flight guidance information for pilots and air traffic controllers. Area Navigation (RNAV) and Required Navigation Performance (RNP) use this technology, and both are categorized as Performance Based Navigation (PBN).

Implementation of this type of technology results in a high degree of navigation accuracy. For example, RNAV allows aircraft to fly a desired track in a manner that is reproducible, allowing for more precise concentration of aircraft over a desired area. RNP operations employ an even higher standard of navigation accuracy. As aircraft navigation becomes more efficient, the environmental benefits start adding up in reduced fuel consumption, lower combustion emissions, and fewer noise impacts.

In the May 11, 2007 edition of the Airport Noise Report former FAA Administrator Marion C. Blakey characterized RNP and RNAV as “green” technology, and stated:

*“It flat out saves fuel. It relieves congestion, alleviates choke points, and reduces delay. It increases efficiency by providing smoother traffic flow. It’s clear that performance-based navigation is good for the environment. Flying straight down the middle of a flight path means that people on the ground perceive less jet noise and experience fewer jet emissions.” ♦*

## NOC Work Prompts FAA Performance Based Navigation Initiative at MSP

Since 2007 the Minneapolis-St. Paul International Airport (MSP) Noise Oversight Committee (NOC) has supported efforts to investigate use of advanced technology to enhance air traffic procedures at MSP, particularly changes that have the potential to reduce noise impacts, such as use of Area Navigation (RNAV), Required Navigation Performance (RNP), and Optimized Profile Descent (OPD) procedures.

These procedures are classified as Performance Based Navigation (PBN) and require aircraft to have advanced navigation equipment onboard.

In November 2007 the NOC directed MAC staff to include in future work plans the analysis and implementation of RNAV departure procedures to enhance compliance with two existing procedures at MSP.

MAC staff then began conceptualizing possible RNAV procedures, sharing several flight track options with the NOC. Once approved by both the MAC and the NOC, final designs were submitted to the Federal Aviation Administration (FAA) in December 2009.

As a collaborative partner in the design process, the FAA supports procedure enhancements at MSP; however, rather than develop procedures one by one, the FAA proposed development be conducted in a comprehensive manner.

In May 2010, the FAA PBN Program Office in Washington D.C. determined that MSP would be an excellent candidate for airspace-wide RNAV and RNP implementation since its current airspace layout does not pose conflicts with other airport airspaces.

Since November 2010, MSP's FAA Air Traffic Control Manager, Carl Rydeen, has led efforts to develop RNAV and RNP procedures and plan for implementation.

The design process is collaborative. Representatives from Delta Air Lines, Southwest Airlines, the MAC and various support contractors are working closely with the FAA to ensure that each proposed procedure is carefully examined to ensure safety, operational, and environmental factors are fully considered.

The NOC has been vocal in ensuring noise considerations are part of this effort, demonstrated by the group's effort to establish specific criteria to facilitate noise assessments during examination of any new procedures. The intent is to use the established criteria to assess noise impacts prior to implementation or action being taken by the MSP PBN Task Force.

The NOC's criteria include:

1. Provide a noise contour analysis using the MSP 2010 actual noise data analyzing the effects of the procedures on the noise contours and other noise metrics

that evaluate the time above impact and single event noise impacts along a given RNAV track at MSP.

2. Provide a public information program to inform the public.
3. Reduce the number of sensitive land use overflights.
4. Reduce aircraft arrival noise.
5. Maximize use of RNAV noise tracks as part of the runway Use System.

At its May 18, 2011 meeting, the NOC took action to send a letter to the FAA endorsing the RNAV noise criteria. The MAC took similar action on May 16 and sent a letter to the FAA in support of the NOC's criteria.

The next steps include final design and testing of the procedures with the ultimate goal of enhancing aircraft operations at MSP in an environmentally-friendly way. Associated environmental analyses will be shared with NOC members as well as interested members of the public prior to publishing and implementing the PBN procedures.

For more information about the annual NOC work plans, meeting schedule, and approved minutes, please visit: [www.macnoise.com/noc](http://www.macnoise.com/noc) or call 612-725-6455. ♦



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### Next Public Input Meeting Scheduled July 26

Please join Metropolitan Airports Commission staff at the next Airport Noise Public Input Meeting taking place **Tuesday, July 26, 2011** at 7 p.m.

The meeting will be held at the Metropolitan Airports Commission General Offices, 6040 28th Avenue South, Minneapolis. This is an opportunity for residents to ask questions and learn more about what's new at MSP in terms of airport noise.

For more information, please contact Christene Sirois Kron at **612-725-6455** or [Christene.SiroisKron@mspmac.org](mailto:Christene.SiroisKron@mspmac.org). ♦

If you no longer wish to receive this publication, and other airport noise related information, please call or e-mail Christene Sirois Kron at 612-725-6455 or [Christene.SiroisKron@mspmac.org](mailto:Christene.SiroisKron@mspmac.org). In your e-mail, please write the word "delete" in the subject line, followed by your street address and city.



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