



MINNEAPOLIS-ST. PAUL INTERNATIONAL AIRPORT (MSP)

NOISE OVERSIGHT COMMITTEE (NOC)

RESOLUTION # 02-2016

REQUESTING FAA ENVIRONMENTAL REVIEW AND DOCUMENTATION OF EXISTING AND FUTURE IMPACTS TO NOISE AND AIRPORT CAPACITY FROM NON-INTERSECTING CONVERGING RUNWAY OPERATIONS 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 city(s) 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, the FAA amended Order 7110.65 (Air Traffic Control) in January 2014 to address a National Transportation Safety Board (NTSB) recommendation to establish separation standards for non-intersecting converging runway operations; and,

WHEREAS, the FAA currently defines non-intersecting converging runway operations when the extended centerline of two runways intersect within one nautical mile of the two runway departure ends, posing a potential risk if a landing aircraft on one runway discontinues its approach and goes around concurrent with a simultaneous departure from the other runway, and neither aircraft diverges from its initial flight path; and,

WHEREAS, on July 24, 2015, the FAA determined that the Runways 30L and 35 Converging Runway mitigation in place at MSP, as documented in a Safety Risk Management Document, were not sufficient to meet the standards of the Converging Runway requirement, therefore a temporary suspension was put in place for arrivals to MSP Runway 35; and,

WHEREAS, on August 28, 2015, the FAA began allowing arrivals to Runway 35 using an approved separation technique to comply with the new Converging Runway requirements, which uses an Arrival-Departure Window (ADW) off the approach end of Runway 35 to effectively alternate Runway 30L departures with Runway 35 arrivals; and,

WHEREAS, on September 21, 2016 the MAC delayed the MSP Long Term Comprehensive Plan, at the request of elected officials and the surrounding communities, to ensure the plan's noise

analysis adequately considers the runway use now and into the future with the new Converging Runway standards and related runway use patterns; and,

WHEREAS, the local FAA Air Traffic Control Tower Manager provided updates to the NOC on this topic at the September 16 and November 18, 2015 meetings during an evaluation period for the mitigation techniques to determine the impacts they have on runway use and airport arrival rates; and,

WHEREAS, the NOC was informed at its January 2016 meeting that, in addition to Runway 30L, the FAA determined that the new Converging Runway standards apply to MSP Runway 30R, requiring implementation of a second ADW off the approach end of Runway 35 beginning February 29, 2016; and,

WHEREAS, since the new Converging Runway standards and related runway use patterns were put in place, changes have been observed in runway use and flight track data as reviewed and reported to the public by the NOC; and,

WHEREAS, communities surrounding MSP have been expressing concern with a change in overflight frequency, patterns and related noise impacts; and,

WHEREAS, communities and residents surrounding MSP are requesting information on the details surrounding the current ATC operational state and existing and future noise and capacity impacts; and

WHEREAS, FAA Order 1050.1F instructs that “formal and informal runway use programs that may significantly increase noise over sensitive areas” are FAA “actions normally requiring an Environmental Assessment,”

NOW THEREFORE BE IT RESOLVED, by the Noise Oversight Committee of the Minneapolis-St. Paul International Airport that the NOC recommends the MAC support and communicate the following request to the FAA:

An environmental review be conducted by the FAA to thoroughly assess the existing and future impacts to noise and airport capacity from non-intersecting converging runway operations at MSP. This evaluation should include the following:

- Runway use comparisons prior to and following the implementation of the new Converging Runway standards;
- 20-year forecast runway use under the new Converging Runway standards;
- Noise evaluation comparing Day-Night Average Sound Level (DNL) noise contours of the environment prior to and following the implementation of the new Converging Runway standards;
- An examination of airport capacity impacts, including throughput, efficiency, airborne and ground traffic flow effects, and increased variances in operational performance and reliability resulting from the implementation of the new Converging Runway standards as compared to pre Converging Runway Operations; and
- A plan to present the study and its findings to the NOC and communities.

Adopted by the Minneapolis-St. Paul International Airport Noise Oversight Committee on this day, the 21st of September 2016.

Representative	Vote
Bergman – Community At-Large	Aye
Erazo – Sun Country Airlines	Aye
Fitzhenry – City of Richfield	Aye
Goss – Chief Pilot	Aye
Hart – Delta Air Lines	Aye
Miller – City of Eagan	Aye
Moos – United Parcel Service	Aye
Nelson – Minnesota Business Aviation Association	Aye
Lowman – City of Bloomington	Aye
Petschel – City of Mendota Heights	Aye
Quincy – City of Minneapolis	Aye
Vick – Airport User At-Large	Aye

Resolution adopted by a unanimous vote of 12 to 0.



Amie Kolesar, NOC Secretary