

# 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.

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**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