



**METROPOLITAN AIRPORTS COMMISSION  
MSP NOISE OVERSIGHT COMMITTEE  
SPECIAL MEETING MINUTES**



Thursday, 6 March 2014, 2:35pm  
MAC General Offices Building – Lindbergh Conference Room

---

**Call to Order**

A special meeting of the MSP Noise Oversight Committee, having been duly called, was held Thursday, 6 March 2014, in the Lindbergh Conference Room at the Metropolitan Airports Commission General Offices. Chair Petschel called the meeting to order at 2:42pm. The following were in attendance:

**Representatives:** K. Erazo, J. Oleson, D. Miller, B. McQuillan, B. Underwood, E. Petschel, J. Hennessy, T. Fitzhenry, J. Bergman, T. Christiansen (phone)

**Staff:** M. Baker, J. Lewis, J. Giesen, P. Hogan, G. Warren, J. Nelson, T. Anderson, C. Leque, D. Nelson, Commissioner Pielen

**Others:** C. Costello – City of Richfield; L. Moore – Bloomington; L. Grotz – Edina; L. Kaczke – Sun Current; J. Miller – City of Mendota Heights; J. Teppen – City of Inver Grove Heights; S. Nienhaus – City of Burnsville; S. Devich – City of Richfield; D. Sloan – Mendota Heights Airport Relations Commission; K. Aaker – City of Edina; B. Simmons – Minneapolis Kenny Neighborhood Association; M. Doran – Minneapolis; P. Dmytrenko – City of Richfield; C. DeCourcy – Sunfish Lake

**1. FAA RNAV Determination and NOC Response**

**Chad Leque, Director of Environment**, provided an overview of the Federal Aviation Administration's (FAA) proposed implementation of Area Navigation (RNAV) at Minneapolis-St. Paul International Airport (MSP):

- RNAV refers to technology onboard aircraft that allows for a greater degree of reproducibility and automation of aircraft navigation, which allows for greater reproducibility of flight tracks over the ground.
- The Committee began discussions about RNAV in 2007, focused on improving noise abatement procedures that are utilized at MSP in a vectored environment.

- Northwest Airlines did simulator testing of RNAV procedures at MSP, and trials of an RNAV Runway 17 departure procedure over the Minnesota River valley, which was successful.
- In 2010 the FAA identified MSP as a good location for airspace-wide redesign and implementation of RNAV, including Standard Instrument Departures (SIDs) and Standard Terminal Arrival Routes (STARs)
- In March 2011, the Committee forwarded to the FAA five criteria to consider in the RNAV design and implementation at MSP. The criteria included maximizing compatible land use, reducing noise impact on arrival routes, conducting a public information and education program about RNAV design and implementation at MSP, and an adequate noise analysis.
- The Committee determined a public information and education program about RNAV at MSP would take approximately six months to conduct. It was anticipated the FAA would publish the draft RNAV procedures in January-February 2012.
- The FAA published the draft procedures in September 2012. MAC staff began data and contour analysis on the draft procedures in preparation for the Committee's September 2012 meeting. Shortly before the meeting, the FAA sent a letter to the MAC requesting the MAC's endorsement of the draft procedures by the end of November 2012.
- The Committee decided in September 2012 to move forward with a public information process as quickly as possible; open houses were held and information was published in local newspapers and on websites.
- At the 19 November 2012 MAC Full Commission meeting, numerous residents expressed concern about the implementation of RNAV at MSP, particularly related to operations to the northwest of MSP. In response, the MAC Full Commission passed support for a partial implementation of RNAV – i.e., support for SIDs off of all runways at MSP except for Runways 30L and 30R, and support for all STARs.
- On 1 February 2013, MAC Executive Director Jeff Hamiel sent a letter to the FAA outlining a recommended framework for community outreach associated with implementation of RNAV at MSP by the FAA. The framework focused on timing, local FAA leadership as a critical component, holistic and global outreach to the communities around MSP, early coordination with local community leaders, and adequate resource allocation for the outreach.

**Leqve** noted that the MAC received a letter, dated 19 February 2014, from the FAA stating that “partial implementation of RNAV SIDs, as proposed by the MAC, introduces unacceptable safety risks into the National Airspace System” and that “the FAA will not implement RNAV SIDs” at MSP. The letter stated that the FAA “intends to move forward with implementation of RNAV STARs at MSP.” He noted that issuing clearances to aircraft in a mixed-use environment (non-RNAV SIDs for some runways, RNAV SIDs for others) would result in unsafe conditions on the airfield. **Leqve** said

there is no information as to when the FAA may re-visit implementing RNAV SIDs at MSP.

**Leqve** said that the implementation of RNAV STARs at MSP can provide environmental benefit by reducing carbon emissions related to aircraft operations.

**Leqve** noted that, if the Committee took action on today's proposed resolution, MAC staff has committed to taking the resolution through the MAC commission process as quickly as possible.

**Chair Petschel, Mendota Heights**, noted that the FAA's request in September 2012 to fast-track a decision on implementing RNAV at MSP put Committee representatives in a difficult position. She said that the Committee members representing communities around MSP met during "off" months – i.e., months when the Committee was not scheduled to meet – to discuss the challenges of RNAV implementation at MSP. She said those discussions resulted in the creation of Noise Oversight Committee Draft Resolution #01-2014, which was reviewed, corrected, and refined and commented on by all of the cities on the Committee. She gave an overview of five provisions in Draft Resolution #01-2014:

1. The NOC remains supportive of the RNAV STARs as presented and the FAA should move forward with the implementation of those procedures at MSP.
2. The FAA RNAV STAR procedures should incorporate Optimized Profile Descents for all runways at MSP.
3. Prior to the commencement of any future RNAV SID design and implementation efforts at MSP, the FAA must present to the NOC and the MAC a case study of the successful implementation of RNAV at an airport with similar challenges to those existing at MSP, which includes the airport's location adjacent to densely-populated residential areas. The case study should detail how the FAA's proposed design and implementation plan for MSP builds on the proven successes at the other similarly-situated airport.
4. Any future FAA RNAV SID design and implementation plans must, in addition to the above, be structured in a way that incorporates the provisions communicated in Mr. Jeff Hamiel's February 1, 2013 letter to the FAA regarding future FAA community outreach efforts related to RNAV implementation at MSP.
5. The NOC acknowledges the FAA will need adequate time to prepare the requested case study and community outreach plan, and as such, the FAA's future implementation of RNAV SIDs could be delayed until said study and outreach plan are finalized.

**Representative Bergman, At-large Representative**, noted that the City of Minneapolis representative was instrumental in helping Committee members draft Resolution #01-2014. He said it was unsatisfactory that neither the City of Minneapolis

representative, nor his alternate, was in attendance at today's meeting to vote in support of or against Draft Resolution #01-2014.

**Petschel** suggested that item #4 of Draft Resolution #01-2014 be amended to include "(See attachment 1)" at the end of the item, and to add "Attachment 1" to the top of the copy of Mr. Hamiel's 1 February 2013 letter to the FAA.

**IT WAS MOVED BY REPRESENTATIVE FITZHENRY AND SECONDED BY REPRESENTATIVE BERGMAN TO AMEND DRAFT RESOLUTION #01-2014, ITEM #4, TO INCLUDE "(SEE ATTACHMENT 1)" AND THE END OF THE ITEM, AND TO ADD "ATTACHMENT 1" TO THE TOP OF HAMIEL'S 1 FEBURARY 2013 LETTER TO THE FAA.**

The motion carried by unanimous vote.

**IT WAS MOVED BY REPRESENTATIVE FITZHENRY AND SECONDED BY REPRESENTATIVE UNDERWOOD TO MOVE FORWARD ON DRAFT RESOLUTION #01-2014.**

The motion carried by unanimous vote.

**Petschel** asked all those in favor of passing Draft Resolution #01-2014 to indicate their approval by saying "aye". The following voted "aye":

- Representative Oleson, Bloomington
- Representative Fields (Miller), Eagan
- Representative Petschel, Mendota Heights
- Representative Fitzhenry, Richfield
- Representative Bergman, At-large
- Representative Hennessy, Delta Air Lines
- Representative Erazo, Sun Country Airlines
- Representative Underwood, Delta Air Lines
- Representative McQuillan, Minnesota Business Aviation Association
- Representative Christiansen, Delta Connection

Representative Quincy, Minneapolis, and Representative Carlson, United Parcel Service, were not in attendance for the vote.

The motion carried by unanimous vote.

## **2. Public Comment Period**

There were no public comments.

The next meeting of the NOC is scheduled for Wednesday, 19 March 2014.

The meeting adjourned at 3:12pm.

Respectfully Submitted,  
Christene Sirois Kron, Recording Secretary