



## **Request for City Council Committee Action from the Department of Intergovernmental Relations**

**Date:** March 5, 2015

**To:** Council Vice President, Elizabeth Glidden, Chair of IGR

**Subject:** Federal Aviation Policies

**Recommendation:** Approve Federal Aviation Policies as attached

### **Department Information**

Prepared by: Loren Olson, Government Relations Representative

Approved by: Gene Ranieri, Government Relations Director

Presenters in Committee:

Gene Ranieri, Government Relations Director

Loren Olson, Government Relations Representative

Minneapolis has a strong interest in reduction of the negative environmental impacts of the Airport while maintaining its economic benefits to the people who live, work and play in Minneapolis. As a result, the city is actively engaged on questions of state and federal policies related to the airport and aviation. The attached Federal Aviation Policies summarize the city's current federal objectives as it relates to aviation.

### **Minneapolis supports;**

Many of the city's objectives relate to better measuring, preventing and mitigating the noise and health impacts caused by airport operations. Minneapolis has long challenged the metrics adopted by the Federal Aviation Administration (FAA) to measure noise as not accurately reflecting the day-to-day experience of noise. The Day-Night Average Sound Level (DNL) and INM Modeling rely on an averaging of averages and doesn't connect to the real experience of noise. The city supports alternative metrics which would better reflect the daily experience of noise and would measure inputs such as the concentration and frequency of planes.

In September of 2014, members of the United States House of Representatives, including Congressman Keith Ellison signed a letter to Michael Huerta, Administrator of the U.S. Department of Transportation saying that "the current 65 decibel Day-Night Average Sound

Level (DNL) metric is outdated and disconnected from the real impact that air traffic noise is having on our constituents and should be lowered to a more reasonable standard of 55 decibel DNL." The U.S. House of Representatives Quiet Skies Caucus supports this objective. The City supports this effort which is also a priority to MSP Fair Skies, a local organization concerned about airport noise.

Minneapolis has been a vocal advocate for better engagement from the FAA for the implementation of PBN procedures. We encourage the FAA to engage local officials in the design and implementation process and collaborate with communities to strive for a balance of interests. MAC has also shown support for improved engagement, specifically in the context of Area Navigation (RNAV) and potential RNAV departures at Minneapolis-St. Paul Airport (MSP); MAC has requested "holistic outreach" and "early engagement with local community leaders." The city has often worked collaboratively with local FAA officials; we hope to see that continue and for such communication to be encouraged within the agency.

### **Minneapolis joins N.O.I.S.E in support;**

In general, the City finds that the information about health impacts from noise, emissions, and other aviation related pollutants to be inadequate and encourage federal support for additional study. In particular, the impact of concentrating flights, often a result of Performance Based Navigation (PBN) implementation, should be explored. We join the National Organization to Insure A Sound Controlled Environment (N.O.I.S.E.) in supporting this specific objective.

Minneapolis is a member of N.O.I.S.E. and we support the adopted agenda calling for federal resources for sound insulation programs and expanded environmental review for implementation of Performance Based Navigation (PBN). Minneapolis not only supports full environmental review for PBN but we do not believe it is not necessary nor advisable to categorically exclude PBN procedures from environmental review and we oppose any legislated or regulatory categorical exclusions.

### **Minneapolis joins MAC is support;**

Minneapolis supports a state-wide outlook on aviation, recognizing the interconnectedness of the state's airports, aviation needs, and economic well-being. In that spirit we join the Metropolitan Airports Commission (MAC) to voice support for funding federal programs such as Essential Air Service to help rural communities maintain essential access to the federal aviation system and the Small Community Air Service Development Program to help small communities to establish commercial air service. The city also joins MAC is support of preserving the Airport Improvement Program which is funded by aviation users and through entitlements and grants assists airports with capital projects and other investments.