

Federal Aviation Positions

March, 2016

Minneapolis Supports;

Additional federal resources to study noise and health impacts from airport operations

Eliminating legislated and regulatory categorical exclusions for Performance Based Navigation (PBN)

Improved FAA engagement of communities when developing and implementing PBN

Examination of impacts and concerns related to PBN including a community-focused Congressional hearing on NextGen

Lowering the 65 decibel Day-Night Average Sound Level (DNL) standard to 55 decibel DNL as supported by the House Quiet Skies caucus

Developing new noise metrics, alternatives to DNL, which better capture the real experience of noise

Strengthening noise and emissions standards for newly certified aircraft

Enhanced opportunities for partnership and dialogue between local governments and the FAA

Maintaining Air Traffic Control (ATC) within the purview of FAA and opposes privatization of ATC

Minneapolis joins N.O.I.S.E. in Support of;

Expanded environmental review for implementation of Performance Based Navigation (PBN). We join the National Organization to Insure A Sound Controlled Environment (N.O.I.S.E.) in support

Funding and investment into the research and development on the health and psychological impacts of the concentration of flights caused by some PBN procedures

Implementing sound insulation programs that result from Part 150 studies to the standards used prior to the September 2012 Public Guidance Letter PGL-12-09

Minneapolis joins MAC in Support of;

Preserving Airport Improvement Program funding and continued authorization at the current level

Continued funding for Essential Air Service ensuring that people who live in rural and less populated areas have access to the national aviation system

Maintaining funding for the Small Community Air Service Development Program to leverage resources to attract new commercial air service to small communities