



U.S. Department
of Transportation
**Federal Aviation
Administration**

FEB 19 2014

Jeff Hamiel
Executive Director/CEO
Metropolitan Airports Commission
6040 28th Avenue South
Minneapolis, MN 55450

Dear Mr. Hamiel:

The Federal Aviation Administration (FAA) and the Metropolitan Airports Commission (MAC) have been working together to consider a proposal endorsed by the Noise Oversight Committee regarding implementation of Area Navigation (RNAV) arrival and departure procedures at Minneapolis – St. Paul International Airport (MSP). On November 19, 2012, the MAC met and after considerable discussion and public comment, gave partial support of the proposed RNAV deployment at MSP. In its motion, the MAC stated:

“Commissioner Foster moved and Commissioner Mencil seconded that the Metropolitan Airports Commission supports implementation of the area navigation (RNAV) procedures as designed by the Federal Aviation Administration with the exception of RNAV departure procedures off runways 30L and 30R at Minneapolis – St. Paul International Airport.”

I advised the MAC at this meeting that partial deployment of the full RNAV procedure package would have to be evaluated for its compliance with the Safety Risk Management (SRM) and Environmental requirements.

Subsequently, I received a letter dated February 1, 2013, which again outlined the MAC's position for “partial implementation” of FAA proposed RNAV, Standard Terminal Arrivals (STARs) and Standard Instrument Departures (SIDs), with the exception of Runway 30L and 30R RNAV SIDs. The MAC also suggested a collaborative framework for community outreach for future RNAV development and deployment initiatives.

The FAA recently completed a thorough review of the safety impacts of the MAC's partial implementation proposal. The review, which is officially described as a SRM Document, concluded that partial implementation of RNAV SIDs, as proposed by the MAC, introduces unacceptable safety risks into the National Airspace System. FAA's recommended mitigations, from a SRM perspective, are to either implement RNAV SIDs for all runways, or use existing (legacy) SIDs for all runways. In summary, the FAA will not implement RNAV SIDs.

The FAA has also completed a thorough follow-on safety review of RNAV STARs for all MSP runways. In the MAC's motion from the November 19, 2012 meeting, the Commission supported the implementation of the RNAV STARs. Accordingly, the FAA intends to move forward with implementation and deployment of RNAV STARs at MSP.

If RNAV SIDs are reconsidered by FAA at any time in the future, we would welcome the opportunity to work with you and the MSP Noise Oversight Committee on a community outreach plan as outlined in your February 1, 2013 letter.

Sincerely,

A handwritten signature in black ink that reads "Dennis E. Roberts". The signature is fluid and cursive, with the first name "Dennis" and last name "Roberts" clearly legible, and "E." as a small middle initial.

Dennis E. Roberts
Director, Airspace Services

Enclosure
Safety Risk Management Document