

1 | In the last year here & across the US

People impacted by noise*

FAA Claim

340k

Real Impact

7.7M

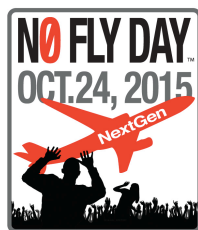
The FAA uses the outdated 65 dB DNL as the threshold for significant impact. *Real Impact* uses the international standard of 55 dB CNEL. This used FOIA data acquired with support of MPLS neighborhood associations

Real Impact 1 & 2

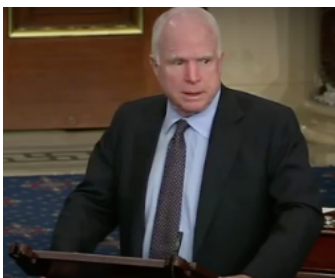
Acquired data via FOIA & created the first full accounting of the impact of aircraft noise using modern standards at the national level and for 30+ airports. This sparked further data sharing from MSP (see item #4)

National No Fly Day Rallies

Co-sponsored and coordinated a series of six simultaneous rallies across the US to protest FAA actions on NextGen flight paths, garnering national press.



MSP FairSkies continues to serve as a resource for other local citizen groups fighting FAA actions in cities like San Diego, San Francisco/Bay Area and Phoenix



Federal legislation

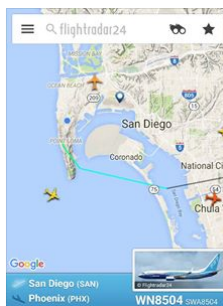
Well informed and vocal citizens begin to draw attention, sparking legislation from Sen. McCain and others. It is not ideal, but a start.

In MN, Rep. Ellison is supportive; Sen. Franken and Sen. Klobuchar: AWOL.

2 | Nationally in the next year...

FAA re-authorization

Congress needs to periodically reauthorize the FAA to conduct its business. We have been working with other citizen groups to leverage this into legislation on NextGen and noise. It seems we will only get something along the lines of the McCain bill, which is relatively "weak tea". However, it is the beginning of the pushback on the FAA



Lawsuits and settlements

The City of Phoenix and local citizen groups have pummeled the FAA with lawsuits and coordinated action in the last year. We expect a settlement of some sort in Phoenix, and San Diego is the top candidate to become only the 2nd city (after MSP) to push back on the FAA's NextGen plans

A small win?

Airlines in Europe have installed these small "vortex generators" on A320-class planes, reducing landing noise by up to 11 dB. The cost is minimal, and there appears to be momentum at various airport groups to get these installed. We are pushing to make MSP a key convener of stakeholders. NOTE: Northwest of MSP, this will primarily affect residents near Highway 169, not closer in over Minneapolis



3 | Locally in the next year...



New CEO at the MAC

Brian Ryks replaces Jeff Hamiel as CEO after 20+ years. Ryks is a Minnesota native who started out as a noise analyst. We have met with him, and he seems open to working with us. For example, he termed the vortex generator idea "a no brainer", and asked why airlines are not installing them



Delta to replace MD-88 with A320

Delta intends to replace the noisy MD-88 with the A320-class plane over the course of several years. This reduces noise on takeoff by ~8 dB. The impact on arrivals is much smaller.

NextGen to return?

Departing MAC CEO Jeff Hamiel believes the FAA will return in the next 2 years to try and implement NextGen departures out of MSP. We need to be have our ducks and data in a row for this. The MAC sent a letter in 2013 to the FAA advising them to only return once they have certified they can implement NextGen in an urban airport. Phoenix is the prime example of their failure on that note.



PRELIMINARY

