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Throughout the presentation, several important points were made regarding the analysis that was completed. These points are discussed below.

Mr. Seymour explained that the operational data for the existing conditions contour were gathered from several different places. The total number of operations was gathered from operational counts provided by the Air Traffic Control Tower at the Airport. This information gave an overall number of operations for the year 2005. The fleet mix (aircraft type) information was gathered from the Airport's Aircraft Noise and Operations Monitoring System (ANOMS™), which stores the flight track and aircraft identification data from the FAA's radar system. In addition to the fleet mix, the data gathered from the ANOMS™ was used to determine modeled flight track locations, runway usage, and time of day for operations.

Mr. Seymour also explained that in addition to an existing noise contour, a future contour was developed to determine the noise environment around the Airport for the year 2016. The operational numbers for this contour were derived from the 2005 Terminal Area Forecast (TAF) produced by the FAA. The remaining assumptions for development of the contour were derived from the data obtained for the 2005 operational numbers with some adjustments made to the fleet mix based on forecasted airline fleets.

Following the completion of the contours, both the 2005 and 2016 contours were used to determine the non-compatible impacts within the 65 DNL contour and higher. The determination of these impacts was developed using land use, zoning, and census data from the 200 census. In addition, current aerial photography was used to identifying housing structures.

Throughout the presentation, questions were asked by the Committee members. These questions are listed below along with the responses given.

“Who will approve the noise contours?” The noise contours, also known as Noise Exposure Maps (NEMs) are part of the first half of the Study process. When they are finalized, the NEMs will be submitted to the FAA for acceptance. The FAA will review the methodology used to develop the contours and accompanying data to ensure it meets Federal Aviation Regulation (FAR) Part 150 guidelines for preparing NEMs. It is important to note that the FAA does not approve the contours, they accept them. The NEMs will be submitted again at the end of the FAR Part 150 Study Process in conjunction with the second half of the Study, the Noise Compatibility Program (NCP). The FAA will approve the recommendations in the NCP on an item-by-item basis. Portions of the NCP where the FAA will approve or disapprove measures recommended for improving the noise and land use compatibility around the Airport.

“Can the NEMs be reevaluated once the acceptance has been given by the FAA and once the full FAR Part 150 Study report has been submitted to the FAA for review and approval?” The NEMs, as well as the NCP portion of the Study can be opened for reevaluation after the submittal has taken place. Any reevaluation would require the Airport produce an updated report. The original report that was submitted would continue through the approval process as originally scheduled. Once the updated report was completed, it too would be forwarded to the FAA for review and approval.

“Where did the information on run-ups come from?” The data for the engine maintenance run-ups modeled in the contours came from information supplied by the Airport to the consultant. Each time a run-up occurs on the Airport, the airline/operator that is conducting the run-up must complete a form identifying several key pieces of information and submit to the Airport. The pieces of information include: aircraft type, aircraft orientation, time of run-up, length of time for run-up, and power setting of run-up.

“Who is flying the aircraft that arrives each morning at 5:30 a.m.?” The questioner was referred to contact the Noise Abatement Office to inquire about this since they would be able to use the ANOMS™ to attempt to identify the operator for the questioner.

“What happened to the three options that were on the table for the Richland Estates neighborhood from the previous Part 150 Study?” At this point, the options have not changed. As discussed previously, the options are to be implemented once the non-

compatible land uses within the 65 DNL contour and higher have been addresses. To date, the Airport is still in the process of addressing those properties.

“How far is the Airport from completing the buyout from the last Part 150 Study?” The City, owner of the Airport, is about 75% complete with acquisitions. This is only acquisitions and does not take into account the process of relocating those residents being acquired. That process takes more time.

“What happened to the money that was allocated by the City Council at the beginning of the process for Richland Estates?” Following the events of September 11, 2001, most of the resources were redirected to security issues at the Airport. The money for Richland Estates is still budgeted every year, however, the City cannot address Richland Estates until all the incompatible land uses within the 65 DNL and higher contours are addressed. Otherwise, the City would lose its FAA funding for the program and make it virtually impossible to address any non-compatibility issues.

“What makes more noise, landing or takeoffs of aircraft?” That will all depend on where the listener is located, the aircraft, meteorological conditions, etc. In general, departures are noisier than arrivals.

“Has the FAA Land Use Guidance Table been the same for a number of years?” Yes, the table has been in the Federal Aviation Regulation (FAR) Part 150 document since approximately 1978 when the regulation was first developed.

“Who controls the general aviation aircraft?” If the aircraft is operating within the airspace of Austin-Bergstrom International Airport, all aircraft are under the control of Air Traffic Control. If there is an aircraft operation that is of concern, the person should contact the Noise Abatement Office at the Airport. The number for that office is: (512) 530-2222. The Noise Abatement Office has the capability of accessing data downloaded from Air Traffic Control to find out more information on aircraft operations that a citizen may have a complaint about.

“Does the Study address the beeping from trucks backing up on the airfield?” The Study only addresses noise related to aircraft operations. In addition, the beeping sound heard from trucks is likely due to back-up alarms, which is an OSHA requirement.

“Where is the run-up area?” The run-ups are conducted near the center of the Airfield adjacent to the aircraft maintenance areas. When the Airport first opened, run-ups were conducted near the cargo ramp. That is no longer the case and all run-ups now occur at the new location.

Next Steps

The meeting was adjourned at approximately 5:30 pm by informing the attendees that the information presented in this meeting will be presented to the public at an Open House, due to be scheduled in the next three to four weeks. Following the Open House, the consultant team will complete the NEM portion of the Study and submit it to the FAA for

acceptance. In addition, the consulting team will begin the NCP portion of the Study with an anticipated submittal of the entire document by the end of the 2006. Attendees were encouraged to call or email any concerns or questions they had regarding the Study so that those comments could be incorporated into the document. It was stressed that hard copy of questions or concerns were best for incorporation.