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- Future (2011) Noise Contour
 - FAR Part 150 Elements for Analysis in a Noise Compatibility Program
 - Matrix of Noise Control Actions
 - Existing FAA-Approved FAR Part 150 Noise Reduction Programs
 - FAA-Approved Acquisition Program
 - Analysis of Runway 17R Nighttime Departures
 - Operational Measures Considered that are Not Recommended for Implementation
 - FAA Land Use Guidance Table
 - Recommended Acquisition Program
 - Preventive Land Use Measures Recommendations
 - Recommendations for Administrative Measures
 - Recommendations Summary
 - Next Steps

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

Mr. Seymour explained that the NEM portion of the Study had been submitted to the FAA for their acceptance. Initial comments had been received from the FAA on the NEMs, and those comments were being addressed. It was clarified that the FAA does not approve the NEMs, but merely accepts them if the proper methodology for developing the NEMs was followed and properly documented. Acceptance of the NEMs is needed before the NCP portion of the Study can be submitted to the FAA for approval.

Mr. Seymour explained the premise of the NCP portion of the Study and the process that must be followed for completing that portion of the Study. As explained by Mr. Seymour, the NCP portion of the Study reviews different ways to address the non-compatible land uses surrounding the Airport and recommends ways to reduce the amount of non-compatible land uses. Based on FAA guidelines, all land uses are considered compatible with noise levels below 65 DNL.

To reduce the amount of non-compatible land uses within the 65 DNL and higher contours, the federal regulations require that certain items be considered to potentially reduce noise impacts. In addition to the required elements, additional elements can be considered based on local noise concerns expressed by local constituents. Mr. Seymour explained that following the analysis of the required and additional elements, recommendations would be developed to address non-compatible land uses. If approved by the FAA, recommendations can then be eligible to receive federal funding for implementation.

Following the presentation, one question was asked by meeting attendees. This question is listed below along with the response given.

“Were flight track changes considered to reduce noise impacts?” Flight patterns are one of the items that are required for review to reduce non-compatible land uses. For this

Study, overall flight patterns were not reviewed in depth due to the extensive analysis and efforts put forth in the last FAR Part 150 Study on this topic. At that time, the ABIA was beginning passenger air service and a significant amount of time was spent with Air Traffic Control to determine the most desirable flight patterns at ABIA for both operational efficiency and noise compatibility. Since that Study was completed in 2000, conditions have not significantly changed at ABIA that would warrant a detailed analysis of the flight patterns again. An analysis was completed on the nighttime operations based on comments received from the local constituents. This analysis revealed that adherence to the voluntary nighttime departure procedures were being followed most of the time, but could use some improvement. The recommendation in this Study will be for the Airport to work with Air Traffic Control to increase adherence to the procedures as much possible and as long as conditions such as weather, wind, and operational safety allow.

Next Steps

The meeting was adjourned at approximately 4:30 pm by informing the attendees that the information presented in this meeting will be presented to the public at an Open House the following night. Following the Open House, the consultant team will complete the NCP portion of the Study and conduct a formal public hearing on the entire Study process prior to final submittal to the FAA for approval. 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.