

FAR Part 150 Noise
Compatibility Study Update

**STUDY
COMMITTEE
MEETING**

FEBRUARY 29, 2012



Ted Stevens
Anchorage
International Airport

Agenda.

- ▶ **Introduction**
 - **Study Team**
 - **Committee Role**
- ▶ **Brief Explanation of FAR Part 150 and the Study**
 - **What is a Part 150 Study**
 - **Why Update Study**
 - **Relationship to FAR Part 161**
 - **Scopes of Services Summary**
- ▶ **Noise Metrics – DNL, SEL, Ldn, Time Above, etc.**
- ▶ **Potential Noise Monitoring Sites**
- ▶ **Public Meeting**
- ▶ **Questions/Comments**
- ▶ **Public Questions/Comments**



Proposed Meeting Protocol.

- ▶ **The Study Input Committee (SIC) is expected to act as a major resource for the Airport Staff and Consultants in developing alternatives for the study and ultimately recommendations for action. As a body, the SIC will be consulted throughout the study, and member's views will be carefully considered.**



Proposed Meeting Protocol. *CONTINUED*

- ▶ Wherever possible the SIC will attempt to reach consensus. The group will not vote on issues, as all views, not just the majority, will be respectfully considered. Where there are differences of position, minority position(s) will be fully recognized.
- ▶ The decision making body is the Airport, who by law is the only organization that can submit an action for inclusion in a Part 150 Noise Study.



Proposed Meeting Protocol. *CONTINUED*

- ▶ **Members will recognize the legitimacy, interests, and opinions of others, taking time to listen to and understand comments from all participants.**
- ▶ **When making public statements, members will not speak for the committee or for any other member.**
- ▶ **Study Input Committee citizen representatives must reside in the community they were appointed to represent during their term on the committee.**



Proposed Meeting Protocol. *CONTINUED*

- ▶ **Members of the general public attending Study Input Committee meetings will be able to speak at the close of Committee business. Time will be allotted for that purpose as necessary, but will be limited to a reasonable amount of time (3-5 minutes).**



Introduction

- ▶ **Barnard Dunkelberg & Company**
TULSA, OKLAHOMA AND DENVER, COLORADO
- ▶ **Landrum & Brown**
LAGUNA NIGUEL, CALIFORNIA
- ▶ **Synergy Consultants**
SEATTLE, WASHINGTON
- ▶ **AECOM**
ANCHORAGE, ALASKA
- ▶ **CRW Engineering Group**
ANCHORAGE, ALASKA
- ▶ **Weber Air Cargo**
OVERLAND PARK, KANSAS



Who is Involved?

- ▶ Airport Management
- ▶ FAA
- ▶ Aircraft Operators
- ▶ Airlines
- ▶ Study Input Committee
- ▶ Airport Tenants
- ▶ Surrounding Neighborhoods
- ▶ Surrounding Jurisdictions
- ▶ Airport Users
- ▶ Other Interested Parties
- ▶ Consultant Team



Study Details.

- ▶ **Voluntary noise exposure and land use compatibility study.**
- ▶ **Identify existing noise exposure, identify potential future noise exposure, evaluate various alternatives to reduce the number of people affected by noise, and make recommendations as to viable noise abatement/mitigation measures to reduce the number of people affected by noise.**
- ▶ **It has a five-year planning horizon, generally.**



Study Details. *CONTINUED*

- ▶ The Study identifies and evaluates two components: *Aircraft noise and land use, both existing and future.*
- ▶ The Study consists of two distinct, but complementary elements: *Noise Exposure Maps and a Noise Compatibility Program.*
- ▶ The Noise Exposure Maps (NEMs) are accepted by the Federal Aviation Administration.



Study Details. *CONTINUED*

- ▶ **The Noise Compatibility Program (NCP) is either approved or disapproved by the FAA. Approved measures contained in the Noise Compatibility Program are eligible for Federal funding.**



Background.

- ▶ **Background on Previous Part 150 Study**
 - **NEMs Accepted in 2000**
 - **Noise Compatibility Program (NCP) approved in 2000**
 - **NCP allowed ANC to receive federal funding to implement a Residential Sound Insulation Program and other measures**
 - **ANC conducted a Ground Noise Study to respond to comments**



Airport Sponsor Constraints/Opportunities.

- ▶ **The Federal Government, through the Federal Aviation Administration, has limited the Sponsor's ability to implement noise controls.**
 - **Can't control aircraft in flight**
 - **Limited control of funding for noise mitigation funds**
 - **Can't control over noise emissions at "the source"**
 - **Significantly limits airport Sponsor's implementation of noise restrictions**



Airport Sponsor Constraints/Opportunities. *CONTINUED*

- ▶ Airport Sponsor must provide access to all airport users and cannot discriminate against any user, but can pass reasonable noise rules/regulations that do not affect access to the airport.
- ▶ FAR Part 161 sets limits on this authority.



Why Update Study?

- ▶ **Airport Must Have Current Noise Exposure Maps to Receive Federal Funding for Noise Mitigation—Existing Maps 10 years old.**
- ▶ **Change in Aircraft Fleet Mix**
- ▶ **Aircraft Noise Levels Reduced**
- ▶ **Change in Aircraft Activity Levels**
- ▶ **Updated Noise Model**
- ▶ **Changes in Airfield Development**



FAR Part 150 Elements.

- ▶ Study Mobilization
- ▶ Inventory of Existing Conditions
- ▶ Forecasts of Aviation Activity
- ▶ Existing Noise Exposure Contour
- ▶ Future Baseline Noise Contour
- ▶ Existing and Predicted Future Baseline Noise Intrusions
- ▶ Future Noise Compatibility Alternatives
- ▶ Future Land Use Alternatives
- ▶ Noise Exposure Maps
- ▶ Noise Compatibility Program
- ▶ FAA Approval



Study Process.

- 1** *Inventory of Existing Conditions*
- 2** *Noise Monitoring*
- 3** *Generate Existing & Future Base Case Noise Contours*
- 4** *Noise/Land Use Effects - Develop Feasible Alternatives*
- 5** *Evaluate Feasible Alternatives*
- 6** *Combine and Narrow Feasible Alternatives*
- 7** *Recommend Alternatives for Implementation*
- 8** *Prioritize Recommendations*
- 9** *Develop Noise Exposure Maps*
- 10** *Develop Noise Compatibility Study Program*
- 11** *Public Hearing and Adoption*
- 12** *Submit Program to Federal Aviation Administration (FAA)*
- 13** *FAA Accepts Noise Exposure Maps*
- 14** *FAA Approves Noise Compatibility Study Program*



Unique Elements.

- ▶ **Use of Supplementary Metrics**
 - **Sound Exposure Level (SEL)**
 - **Time Above Analysis**
 - **Number of Events Above 65 dBA**
 - **Flow Contours**
 - **Unique Fleet Mix**
- ▶ **Evaluation of Ground Run-up Noise**
- ▶ **Summer and Winter Measurements**
- ▶ **Community Involvement**



Noise Metrics.

- ▶ **DNL – Day-Night Noise Level**
 - **Existing Noise Contour—2009**
 - **Short-Term Contour—2020**
 - **Long-Term Contour—2030 for planning purposes**
- ▶ **SEL – Sound Exposure Level**
- ▶ **LdN – Same as DNL (LdN is the old terminology)**



Public Involvement and Comments.

- ▶ **Sign Up for Notices on the Study**
 - **At Meetings (by providing an email on sign in sheets)**
 - **On the Website (<http://anc150study.com/contact/>)**
- ▶ **Public Comments (Submitted at Meetings or on the website)**
 - **All comments received during the Study will be reviewed/considered during the steps of the process, and included in the final document for official review.**
 - **All comments received during the official public comment period and at the public hearing (at the end of the Study) will be included and responded to in the document.**



Comments and Additional Information.

- ▶ **Mr. Ryk Dunkelberg**
 - **Barnard Dunkelberg & Company**
Cherry Street Building
1616 East 15th Street
Tulsa, OK 74120
Phone Number. 918-585-8844
FAX Number. 918-585-8857

 - **Project Website: <http://anc150study.com/>**



FAR Part 150 Noise
Compatibility Study Update

**THANK
YOU!**



FAR Part 150 Noise
Compatibility Study Update

**COMMENTS/
QUESTIONS**



FAR Part 150 Noise
Compatibility Study Update

**PUBLIC
COMMENTS/
QUESTIONS**

