



Ted Stevens
Anchorage
International Airport

P.O. Box 196960
Anchorage, Alaska 99519-6960

Ted Stevens Anchorage International Airport (FAR) Part 150 Noise Compatibility Study Update

Study Input Committee Summary Notes
May 10, 2012 1:30 p.m. Airfield Maintenance Facility

<i>NAME</i>	<i>AFFILIATION</i>
Staff and Consultants Present	
John Parrott	ANC
John Johansen	ANC
Scott Lytle	ANC
Teri Lindseth	ANC
Ryk Dunkelberg	Barnard Dunkelberg & Company
Brad Rolf	Barnard Dunkelberg & Company
Kate Andrus	Barnard Dunkelberg & Company
Christian Valdes	Landrum & Brown
Wende Wilber	CRW Engineering Group
Eva Welch	AECOM
Committee Members Present	
Merle Akers (alternate)	Turnagain Community Council
Robert Auth	Spenard Community Council
Don Brugman	Desert Air Transport
Mark Brys	FAA
Judy Chapman	Citizen Representative
David Chilson	FAA
Susan Hoshaw	Alaska Air Carriers Association
Mary Lee	Citizen Representative
Blythe Marston	Citizen Representative
Jim Seeley	LHD Pilot Association
Patricia Sullivan	FAA Airports Division
Thede Tobish	Municipality of Anchorage, Community Development
Breck Tostevin (alternate)	Turnagain Community Council
Non-Committee Individuals Present	
Cathy Gleason	

Hand - Outs: Updated Land Use and Zoning Maps, list of invited Study Input Committee members



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Summary Notes

Introductions

John Parrott welcomed Committee members to the second meeting of the Ted Stevens Anchorage International Airport (FAR) Part 150 Noise Compatibility Study Update. He thanked members of the Part 150 Study Input Committee (SIC) again for participating in the committee. He then introduced Ryk Dunkelberg of Barnard Dunkelberg & Company. Mr. Dunkelberg introduced the Part 150 Study team and gave a brief overview of all the other entities involved in the noise study.

Mr. Dunkelberg began the second meeting of the FAR Part 150 Noise Compatibility Study Update Input Committee by presenting the PowerPoint presentation as follows:

- **Introductions**
 - Study Team
 - Committee Members
- **Summary of Working Paper One**
 - Airport Layout/Facilities
 - Historical Operations
 - Airspace Configuration
 - Noise and Management Program
 - Airport Environs
- **Winter Noise Monitoring**
- **Next Steps**
- **Questions/Comments**
 - Study Committee Members
 - Members of the Public

Summarized Questions and Comments

Question: Is an air carrier both cargo and passengers?

Answer: It is passengers or combination passenger/cargo only.

Question: What does no published approach mean?

Answer: It means that a runway has no specific landing procedure.

Question: What is an operation?

Answer: An operation is defined as either a take-off or a landing.



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Question: What is Elmendorf Air Force Base Classified as?

Answer: A separate Class D airspace.

Question: Is the close in departure used on the North/South Runway? Departures to the north are a concern for the Turnagain Community.

Answer: The thrust cutback procedure is used on departures for Runway 7 and 15. So the procedure is used to departures to the South and East, but not to the North. Understanding that this is a concern for the Turnagain Community, we can look at departures to the north in the Study to see if there are any alternatives that could reduce noise in this area.

Question: How will all this be completed in two more meetings?

Answer: Currently, we are only scoped through Phase I of the project. Phase I brings us through the running of existing and future noise contours. Phase II will include alternatives analysis and development of recommendations. So while Phase I is limited to a total of four Study Input Committee meetings, another set of committee meetings will be scoped for Phase II (approximately another eight meetings).

Question: Do any of the operational procedures apply to General Aviation operations at Lake Hood and how are they enforced?

Answer: Yes. There is a cutback procedure for water landings and preferential runway use. All of the operational procedures are voluntary and are therefore not enforced. The Airport cannot put any restrictions on how/when aircraft fly. However, the Airport publishes these preferred procedures through Jeppesen chart notes, and pilot brochures, and many pilots use them when able.

Question: Is there any data being kept on voluntary compliance of procedures? If not, is there a way that we can ensure/increase compliance.

Answer: Currently there is no method to track this. Some of these items (such as preferential runway use) can be monitored with a flight tracking system, which will be examined in this study. However, many of the other voluntary procedures are not easily tracked because the pilots are the only ones who can accurately depict whether certain engine-related procedures are being used. Methods to increase voluntary compliance can be examined as part of the Study.

Question: How does a Monitoring System mitigate noise? If the permanent monitoring system is not working, does that mean we will not have that data?

Answer: It does not actively mitigate noise. It does help to identify whether other measures are working. The permanent noise monitoring system is currently not active. We are attempting to recover some of the data, but it is unclear at this point how much data we will be able to recover.



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Comment: It appears that many measures have been completed (noise website, etc.) that people don't know about. The Airport might want to look into ways of more actively advertising these measures.

Answer: Noted.

Comment: Can you explain when the noise hotline switched over to the web-based version, and why the call line was stopped. The noise complaint phone line should be reinstated and/or the Airport should make an announcement about the change so that the public can weigh in on the changes.

Answer: Noted. The call line went through February and then switched to the web-based version. The noise complaint phone line recently switched to a web-based system in order to better track the complaints and obtain enough information to better address the comments in a timely and efficient manner.

Question: Is there ground power available to reduce ground noise? There should be some way to give an incentive to use GPUs.

Answer: Most sites have ground power. No sites have pre-conditioned air. Additionally, where able, GPU are used when available. The use of ground power can be examined more closely as part of the Study. Generally, ground power plug-ins are highly used already because the site fee includes this hook up (whether they choose to use it or not), and using it reduces fuel burn, thus saving money.

Comment: There are concerns over the location of ground run-ups being located on the east side, rather than the west side. Also, how do aircraft get permission to do ground run-ups.

Answer: There is a ground run-up location used on the west side of the airport (Taxiway J), but this location cannot be used all the time based on wind direction and other constraints. An additional ground run-up location is located on the east side of the north end of the north-south runway at Taxiway Q. Additional ground run-up reduction alternatives may be examined as part of the Part 150 Update. Currently, aircraft must get permission by the Airport to do nighttime run-ups.

Comment: Sometimes the ground run-ups occur during the day, especially on the weekends and holidays, such as Easter.

Answer: The Airport cannot restrict ground run-ups that could restrict aircraft departure, because this would violate Part 161. However, the Airport can recommend run-up locations as long as they are safe and appropriate based on wind direction.

Question: Will the evaluation of the two recommended noise barriers (from the Ground Noise Study) be examined in this Study to determine if they are still a high priority?

Answer: Yes.



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Comment: The increase in noise complaints during the summer is likely both from people having their windows open and the fact that there is an increase in operations during the summer months.

Answer: Noted.

Question: Why is the land use on the Airport not depicted?

Answer: The goal of the Part 150 Study is to reduce noise on noise sensitive land uses (residents, schools, etc.). Because the Airport itself is not considered to be a noise sensitive use, the actual land use on the Airport itself is considered “transportation” and is considered already compatible with the levels of aircraft noise.

Question: Why is the existing condition map labeled as 2009?

Answer: For the purposes of the Study, existing conditions need to look at the last full year that the Airport was operating normally. For the past few years, due to projects and maintenance, the Airport has been operating with different runway utilization, etc. Therefore, the data from 2009 will be important to create a baseline for how the Airport is operated under existing conditions; however, the future Noise Exposure Map (the map that will determine any eligibility boundaries for federally funded noise mitigation programs), will be based off of the number of operations forecast for the future conditions (2020).

Comment: Please add sources to all figures, a date for materials, and add a “revision” title to any revised material to more easily highlight which versions are the most recent.

Answer: The sources are located on the figures, and we will continue to include the sources for the Study graphics.

Comment: The land use map appears to potentially have some differences with the WADP and should be noted that the map is not yet approved.

Answer: Noted. We will work with MOA to ensure we use the correct maps.

Question: Many general aviation aircraft are retrofitted and may not sound the same as a factory model of an aircraft type. How does the model account for this?

Answer: The monitoring measures how loud individual aircraft are at certain points. This is then compared to the prediction based on the model and helps to determine if any adjustments need to be made to the model to accurately portray those aircraft types within the Anchorage environment. So for example, if a certain type of aircraft is measured at a higher average level than the model predicts, the noise engineer can make adjustments in the model to account for this difference.

Question: How are flight track/aircraft types determined for the GA side?



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Answer: Flight tracks are generally available from the FAA, and when not available, the noise engineers make visual confirmations. The noise engineers can match aircraft with noise events from the monitoring and radar data.

Question: Why did monitoring occur during a period of low activity? Will this affect the contours? Why was monitoring not conducted during the Iditarod?

Answer: The monitoring measures how loud individual aircraft are at certain points, also referred to as single-event noise. This is then compared to the prediction based on the model and helps to determine if any adjustments need to be made to the model to accurately portray the noise environment. Therefore, because the monitoring focuses on single events, the number of aircraft does not affect the results of the monitoring. During the time period monitoring was completed, a sufficient number and types of aircraft were monitored to determine the accuracy of the model. The model is then used along with number of operations (existing and forecast future) to develop the contours. Additionally, seasonal changes can affect noise and therefore there will be a second period of monitoring during the summer.

Question: Is ANC different in that there are large peaks and valleys in terms of number of operations?

Answer: Because the model is based on an annual-average noise metric, the peaks and valleys get averaged out. The Day-Night Noise Level (DNL) is the metric required by the FAA. However, as part of the Study, we will also be looking at other metrics such as Single-Event Levels (SEL).

Question: How does the Study take into account Alaska's different definitions of night/day?

Answer: The Study is required to use the Part 150 definition of night (10 p.m. to 7 a.m.) and is not related to the amount of daylight, but is intended to capture the noise-sensitivity of people when they are generally trying to sleep. The operations during this time period are weighted by 10 dB penalty (an effective doubling of the noise), to account for the noise sensitivity during this time. This definition is outlined in Part 150 guidelines and another definition cannot be substituted. This means however, that during the summer time, when there are more operations late at night (but potentially still day-light for Alaska), the operations still are weighted as louder during the period of 10 p.m. and 7 a.m.

Question: Can you provide copies of the Part 150 guidelines?

Answer: A link to the guidelines will be sent out to the committee email list and posted on the Study website (www.anc150study.com).

Question: Two periods of time is not enough, there needs to be monitoring done for at least a full year. How can you know every time of every aircraft and every aircraft type?

Answer: The monitoring measures how loud individual aircraft are at certain points. This is then compared to the prediction based on the model and helps to determine if any adjustments need to



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be made to the model to accurately portray the noise environment. Generally the modeling and the measurements are very close. Additionally, since monitoring is outside of the required parts of the Study, it is not financially feasible to collect data for an entire year as part of this Study, but it is providing additional (not federally required) information to ensure the accuracy of the model. While it is not feasible (both physically and financially) to record every operation, the monitoring validates the model and the model then provides the most reasonable representation.

Question: Can you provide a copy of the winter noise monitoring sites?

Answer: Because there is still an additional period of noise monitoring that will occur this summer, we will not release a public copy of the noise monitoring sites until after the second set of monitoring has been completed. At that time, we will send a copy of the sites to the Study Input Committee and post it on the website.

Question: Appendix A of Part 150 states that it provides for the use of the Integrated Noise Model (INM) or an FAA approved equivalent. Does this mean we can use a different model?

Answer: In practice, this does not mean you can use a totally separate model, but it does mean that there is an opportunity to make adjustments to the INM by going through a formal process with the FAA to get approval. There are two reasons to do this. First, not every single aircraft is currently in the model. This means, that if an aircraft is not in the model, the noise engineer must make a substitution. The model recommends substitutions, but if there are no equivalent substitutions in the model, then a request to FAA Headquarters must be made to determine the substitutions. The second option is to make adjustments in the model to account for airports that may have significantly longer stage lengths and weight adjustments. The heavier the aircraft (generally related to added fuel from a longer stage-length) can affect the departure noise profile of the aircraft. Again, this adjustment needs to be coordinated with the FAA.

Question: Will the Study Input Committee get a chance to review the forecasts? Can we request one?

Answer: It is our intention to try to set up a meeting with the forecasters and the Study Input Committee. This would likely occur sometime in September.

Question: Some of the information in the Inventory seems to not pertain to the Study. Additionally, we need some additional time to discuss.

Answer: Noted.

Question: Can you remind us where the contours go?

Answer: The 65 DNL, 70 DNL and 75 DNL contours will be located on the site. Some local jurisdictions request looking at land use measures that examine lower noise level contours (such as the 60 DNL or 55 DNL contours) for local land use compatibility thresholds. However, it is important to note that only those noise sensitive uses within the 65 DNL and greater contours are



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eligible for federal funding for mitigation measures (such as acquisition or insulation). This 65 DNL threshold does not imply that noise does not occur outside this line; however, it is the federally defined threshold for noise sensitive uses that relates to eligibility for federal funding. The last 150 Study showed the 60 DNL for informational purposes for local or future residents and for local land use planning future construction recommendations (e.g. new construction sound insulation). The Study will also look at Single Event Levels, which do not take into account number of events, but does equate more closely to what individuals “hear” for a single operation.

Clarification: The West Anchorage Development Plan is looking at the 60 DNL for land planning purposes.

Question: When is the next meeting?

Answer: The timing of the next meeting will depend on when the forecasts are completed, but it is estimated that the next meeting will occur sometime during the fall.