

**Minutes**  
**14 April 2009**  
**Part 150 Study**  
**Technical Advisory Committee**

**A. ROLL CALL**

Meeting was called to order by Chairman Parker at 9:00 a.m. in the Airport Office Building Conference Room. Present were Mr. Confoy, Mr. Goddard, Mr. Laughlin, Mr. Piascik, Mr. Schmidt, Mr. Schultz, Mr. Wood and Mr. Zarroli. Also present were Commissioner Linneman, Commissioner Sullivan, Mr. Soliday, Mr. McMackin, Mr. Dehn, Ms. Dugan, Ms. Vandersluis and Ms. Hart.

Absent were Mr. Cecil, Mr. Nelson and Mr. Tweedie.

It was noted that Mr. Davidian has resigned from the Committee.

**B. PLEDGE OF ALLEGIANCE**

**C. AGENDA**

There were no changes to the agenda.

**D. PUBLIC COMMENTS**

None.

**E. ACTION ITEMS**

**1. Preliminary results of February noise measurements and associated radar track information.**

Nine (9) to twelve (12) sites were selected and high calibrated equipment was used to collect the data. The track data that was obtained was radar based. The data was reviewed and processed by HMMH, however it is still too early in the process to make conclusions. We are still gathering data and getting base cases established.

**2. Status and findings of population verification project.**

The goal is to identify flight paths and implement procedures which will expose the fewest number of people to the least amount of noise. The Committee would like Mr. Baldwin to describe this process at the next meeting.

Mr. Wood made a Motion to have a detailed presentation of the population verification project at the next meeting. Mr. Laughlin seconded. The Motion passed unanimously.

### **3. Next noise measurement session.**

#### **a. Objectives**

The need to advance the Study to a point where recommendations can be made is the objective. One way of doing that is to have aircraft fly patterns that we define so we can measure them. Mr. Parker suggested Phase Two noise measurement for two levels. The first level is at a 2,000 ft. ceiling which is the existing altitude, and the second level is at a 3,000 ft. ceiling, which is the desired ceiling.

#### **b. Plan**

Mr. Parker suggested a sub-committee of TAC be formed to conduct workshops with the public to recommend a list of alternative flight paths. This should be integrated with Ted Baldwin and expert pilots. We will request to have an FAA staff person at this meeting.

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### **TELECONFERENCE WITH TED BALDWIN & JIM FERGUSON**

A teleconference occurred with Ted Baldwin and Jim Ferguson. Jim Ferguson accompanied Ted Baldwin when he was here in February gathering noise measurements.

The list of alternative flight paths and departure procedures are defined in the scope of the work. The matrix is a great start. The next step is getting a clear definition of existing conditions and a description of the problem to refine the list. At the next (5<sup>th</sup>) TAC meeting, Mr. Baldwin will go over detailed reports & modeling assumptions. It will cover everything but the contours. This will give us a basis for selecting the first round of contours. We will also develop our noise modeling assumptions. At the sixth (6<sup>th</sup>) meeting, we will go over the noise exposure map which will include 15 baseline single event contours to reflect specific operations of concern today.

At the seventh (7<sup>th</sup>) meeting, the alternatives will be reviewed. The alternatives are not being looked at now because noise exposure maps and data collection have to be done first as stated in the Part 150 process.

Mr. Parker pointed out that the dates of the Study have been moved out six (6) to nine (9) months. The project was scheduled for completion 2<sup>nd</sup> qtr. 2010, now it has been moved to 4<sup>th</sup> qtr. 2010.

Mr. Baldwin went over the reasons why we are behind. The measurements were delayed. The decision to delay them was made in consultation with the TAC. The federal process is delaying the ADSB installation which would have given us more data. There was technical effort to match radar to data due to monitors running 24 hours and observers covering 8 hours a day.

It is anticipated that the draft will be ready in early May. The data can be given to NAA and TAC at same time, with NAA having the right to give input and make sure the data is correct.

The next TAC meeting will be tentatively scheduled before the end of May. Discussion will include baselines and alternatives.

Verification of land use was done by a subcontractor. They were able to collect a good baseline by doing a “windshield” survey. The data base is currently being updated. Current census data is also being reviewed. All single family houses are counted. Condominium complexes and hotels will also be counted. Population verification will be described in the noise exposure documentation.

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**4. Part 150 TAC revision status and potential impact on Naples study**

The Naples Part 150 Schedule was distributed.

**5. Revised Part 150 Study schedule including:**

**a. HMMH work plan**

See comments above in teleconference section.

**b. Schedule of TAC, NCC and NAA meetings**

No specific dates have been set for TAC and NCC. There will be a special TAC meeting before the end of May. The next NAA meeting is April 16.

**c. Target timing for public meetings**

Public workshop will be held when a full noise exposure map is completed.

**d. Public information/awareness plan**

Not discussed at this time.

**e. Presentation/submission to the FAA**

Not discussed at this time.

**f. Follow-up FAA contact plan**

Not discussed at this time.

**F. NEW BUSINESS**

None.

**G. OLD BUSINESS**

See section on teleconference.

**H. PUBLIC COMMENTS**

None.

## **I. ADJOURNMENT**

Mr. Goddard made the Motion to adjourn. Mr. Confoy seconded. With no further business, the meeting was adjourned at approximately 10:40 a.m.

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Ervin Dehn  
Director of Airport Development