

Minutes
2 September 2009
Part 150 Study
Technical Advisory Committee

A. ROLL CALL

Meeting was called to order by Chairman Gene Schmidt at 10:00 a.m. in the Airport Office Building Conference Room. Present were Mr. Goddard, Mr. Laughlin, Mr. Piascik, Mr. Tweedie and Mr. Zarroli. Also present were Mr. Baldwin with the firm of Harris Miller Miller & Hanson, Commissioner Linneman, Commissioner Sullivan, Mr. Soliday, Mr. Dehn, Ms. Dugan, Mr. Meade, Ms. Vandersluis, Mr. La Fever and Ms. Hart.

Attending the meeting by teleconference were Mr. Nelson, Mr. Parker and Mr. Schultz.

Absent were Mr. Cecil and Mr. Confoy.

B. PLEDGE OF ALLEGIANCE

C. AGENDA (Add, delete or re-sequence items)

No changes. The only agenda item for this meeting is the presentation on the progress of the Study.

D. PUBLIC COMMENTS

None.

E. ACTION ITEMS

1. Presentation by Ted Baldwin of HMMH of FAR Part 150 Study Update

Mr. Baldwin started the presentation with a brief review and overview of the July 2009 Partial Draft Documentation.

The seven major elements of the project were reviewed.

1. Design and conduct public participation program (underway)
2. Technical phase, develop the database (largely complete)
3. Identify, analyze and evaluate abatement alternatives (part of the project that has the most interest)
4. Look at other half of the program to identify, analyze and evaluate land use strategies
5. Select the preferred abatement and land use alternatives
6. Develop implementation systems

7. Prepare and present the noise compatibility program to the FAA for approval

The remaining steps in the noise exposure map phase of Element 2 were discussed. This involves preparing noise contours for the official FAA submission for 3 calendar years and 2 seasonal conditions. The FAA will review 2 of the calendar year submissions.

DNL contours for 2010 are required by the FAA. We can select one forecast year to submit, usually the 5th calendar year from the submission year. It was suggested we submit 2015 but also have 2020 available for informational purposes for our records and forecast. It was noted that the FAA does not look at noise measurements; however they do look at DNL contours.

At Mr. Soliday's suggestion, the Committee reached consensus that the 2020 long-term forecast contours would be based on a total level of activity that reflected the peak level of activity reached in the Calendar Year 2005.

Mr. Baldwin noted that the noise contour analysis was on hold pending receipt of input from the FAA regarding two items: (1) approval of HMMH's proposed "user-defined inputs" for modeling hushkitted Stage 3 Gulfstream IIIs, and (2) designation of substitute aircraft to use in modeling aircraft types not included in the INM database. He stated that HMMH was contacting the FAA regularly to push for this input as soon as feasible and would request assistance from the airport staff if it appeared that it would be useful.

Single Event Contours will be done at 85, 90 & 95 dB to compile 15 baseline combinations of aircraft type, flight track and type of operation.

The Committee reached consensus that Ted Baldwin should recommend the aircraft and specific flight tracks to be used. Mr. Baldwin offered to make an independent recommendation and then have feedback. All members were in agreement to have Mr. Baldwin make recommendations. It was suggested that the Piaggio Avanti be included. Mr. Baldwin agreed to prepare recommendations, once the FAA provided the aircraft type substitution information discussed previously.

At least 2 working sessions will be devoted to identify noise abatement alternatives. HMMH is currently working on the baseline and existing operations of interest. Solutions will be looked at the next session. The fifteen (15) combinations of traffic patterns and profiles will assist in identifying problem areas.

Operational alternatives are important. They will be addressed in Element 3. There will be another 10 sets of DNL and 10 SEL contours. The data HMMH collects will be used to develop alternatives.

Mr. Baldwin reviewed the overall organization and content of the partial draft "2010 and 2015 Noise Exposure Maps" (NEM) report, which the committee members received prior to the meeting. He pointed out that it reflected the status of the data collection, analysis, and documentation to date, and also reflected the organization of the remaining NEM elements. He

requested that committee members provide comments and feedback to Mr. Dehn as soon as feasible.

Measurements were taken at 11 locations in February. The condo association at Kings Lake did not allow measurements to be taken on their property, so Springwood Drive was used as an alternative location. Runway 14 was used the first few days. Overall, the data gathering was a success.

The second round of noise measurements will be based on the modeling analysis. We will work with cooperative aircraft owners and FBO's on a voluntary basis to use for testing. This will also help in developing cockpit procedures.

Mr. Zarroli has obtained copies of the noise abatement take off and landing procedures that the Delta Connection regional jets used at Naples. He agreed to forward them to Mr. Dehn for distribution to the board members.

Mr. Baldwin provided a very brief overview of the noise modeling assumptions presented in the partial NEM draft. The changes in flight tracks from 2008 to 2009 were partly due to the FAA airspace redesign causing changes in air routings.

For recent noise complaints, the Aqualane Shores area reported the most complaints and they were reported by a one person.

Committee members agreed to send input for SEL cases and comments on the draft NEM to Mr. Dehn. The deadline for comments is 2 weeks from today (i.e., September 16th).

H. NEW BUSINESS

None.

I. OLD BUSINESS

The Part 150 Study proposed schedule will be updated after the data base report is completed.

With respect to noise issues, special events and the beach area are still a concern.

M. PUBLIC COMMENTS

None.

O. ADJOURN

With no further business, the meeting was adjourned at 12:30 p.m.

Erv Dehn, Secretary