

**Key West International Airport
Ad-Hoc Committee on Airport Noise**

Agenda for Tuesday, December 1st, 2015

Call to Order 2:00 pm Harvey Government Center

Roll Call

- A. Review and Approval of Meeting Minutes
 - 1. For October 6th, 2015
- B. Discussion of NCP Operational Measures
 - 1. Review of NCP Operational Measures
 - 2. Updated NBAA Noise Abatement Program
 - 3. Examples of Noise Abatement Pilot Information Hand-outs
- C. Discussion of NIP Implementation Plan
 - 1. Kick-off Meeting with FAA - November 13th, 2015
 - 2. Property Survey - Scheduled for January 12th - 14th
- D. Other Reports:
 - 1. Noise Hotline and Contact Log
 - 2. Airport Noise Report
- E. Discussion of Meeting Schedule for 2016
 - 1. Continue every other month, except August
 - 2. Reduce to quarterly (i.e., every three months)
- F. Other Discussion

ADA ASSISTANCE: If you are a person with a disability who needs special accommodations in order to participate in this proceeding, please contact the County Administrator's Office, by phoning (305) 292-4441, between the hours of 8:30 a.m. - 5:00 p.m., no later than five (5) calendar days prior to the scheduled meeting; if you are hearing or voice impaired, call "711".

KWIA Ad-Hoc Committee on Noise October 6, 2015 Meeting Minutes

Meeting called to order by Mayor Danny Kolhage at 2:00 PM.

ROLL CALL:

Committee Members in Attendance:

Mayor Danny Kolhage
Kay Miller
Marlene Durazo
Dr. Julie Ann Floyd
Harvey Wolney
Amy Kehoe
Tina Mazzorana, via telephone
Nick Pontecorvo

Staff and Guests in Attendance:

Don DeGraw, Monroe County Director of Airports
Deborah Lagos, DML & Associates
Dottie Harden
Page Haverty
Robert S. Gold, Old Town Homeowners

A quorum was present.

Review and Approval of Meeting Minutes for the June 2nd, 2015 Ad Hoc Committee Meetings

Commissioner Kolhage asked if there were any comments or corrections to the June 2nd, 2015 minutes. Kay Miller made a motion to approve the minutes Amy Kehoe seconded the motion. The minutes were approved as presented.

New KWIA Website: EYW.COM

The committee discussed a comment submitted by Nathaniel Harris via the airport's new website. The comment pertained to low overflights of La Brisa Condominiums by small aircraft on approach to Runway 9. Dr. Julie Ann Floyd mentioned that she knew Mr. Harris and would speak to him about his concerns.

KWIA Ad-Hoc Committee on Noise October 6, 2015 Meeting Minutes

Discussion of NCP Implementation Plan

Don DeGraw made a presentation to the BOCC on July 15 regarding the NIP. A copy of the presentation is included in the agenda package, pages 9-23.

Deborah reported that the Key West by the Sea Board of Directors invited the NIP Team to make a presentation at their meeting on October 12. Don, Deborah, and Steve Vecchi (THC) will attend. A copy of the information to be presented is included in the agenda package, pages 24-28.

Deborah reported that she had revised information for the Committee, based upon recent discussions with the FAA Orlando Airports District Office (ADO). Highlights of the discussion are as follows:

- The FAA still agrees that KWBTSS should be the first priority for the NIP, along with the four (4) single-family houses located within the DNL 70 dB contour.
- FAA said Building B should be done first, along with the four (4) single-family houses located within the DNL 70 dB contour. Building C should be next, followed by Building A. This is based on the fact that Building B is entirely within the DNL 65 dB contour, Building C is partially within the contour, and Building A is entirely outside the contour.
- The schedule was revised to flow as follows:
 - Year 1 - Design & Bid KWBTSS Bldg B & 4 SF houses in DNL 70 dB
 - Year 2 - Construction of KWBTSS Bldg B & 4 SF houses
 - Year 3 - Design & Bid KWBTSS Bldg C
 - Year 4 - Construction of KWBTSS Bldg C
 - Year 5 - Design & Bid KWBTSS Bldg A
 - Year 6 - Construction of KWBTSS Bldg A
- Because of constraints on local matching funds (from PFCs) the average cost per year was targeted at around \$3 million. However, this average is weighted because the Design & Bid cost is less than the Construction Cost, so, for example, the average of Year 1 and Year 2 is \$3 million per year, even though Year 1 is \$1.5 million and Year 2 is \$4.6 million.

It was reported that the airport received the grant from the FAA for this year. It will fund the NIP Implementation Plan, which includes the following tasks:

KWIA Ad-Hoc Committee on Noise October 6, 2015 Meeting Minutes

- Conduct Property Site Survey
- Develop Property Survey Report and submit to FAA for approval
- Develop Acoustical Test Plan (ATP) and submit to FAA for approval
- Conduct Noise Testing
- Develop Final Report of Eligibility Findings and submit to FAA for approval
- Submit grant application for Design & Bid of KWBTs Bldg B and 4 SF houses in DNL 70 dB.

Deborah indicated that she had included copies of flyers developed for the San Antonio Airport project, which described the noise testing process and included photos showing the noise testing. These flyers were distributed to the residents of the condominium complex so they would be aware of what was happening during the noise testing. Similar flyers will be developed for KWBTs.

Other Reports

Noise Hotline and Contact Log

There were ten calls to the hotline, six of which were from Sarah at KWBTs. Deborah mentioned her conversation with Sarah, who indicated she was a tenant at KWBTs and had seen a notice posted on the bulletin board asking residents to call the hotline if aircraft noise was excessive. Once Sarah was informed that KWBTs was included in the NIP, she was satisfied. Three other calls were also from KWBTs. Only one call was from a location other than KWBTs, and the caller was interested in the NIP.

Airport Noise Report

Deborah asked if anyone read any articles of particular interest. The following articles were mentioned:

- Page 37, article regarding the City of Phoenix suing the FAA over flight path changes
- Page 33, article linking aircraft noise to obesity
- Page 89, article indicates KWIA received an FAA AIP grant for the NIP.

KWIA Ad-Hoc Committee on Noise October 6, 2015 Meeting Minutes

Any Other Discussion

Robert Gold asked about the status of implementing the operational measures that were approved in the NCP. Deborah indicated that any of the measures that required FAA funding had been pushed into next fiscal year's grant. Mr. Gold reiterated his desire to see these measures implemented as soon as possible. Highlights of the discussion are as follows:

- There was extensive discussion about the current use of alternate approach paths.
- When and how might the airport obtain a recent composite radar graphic to show how the approach paths are being varied? Right now it is just anecdotal.
- Danny Kolhage asked if we could proceed, using airport money, to implement the measures that had small cost implications. Don DeGraw indicated that we could do that.
- We will set up a meeting with the Airport Traffic Control Tower (ATCT) Manager to discuss the approved operational measures.
- We will invite the ATCT Manager to the next Ad-Hoc Committee meeting.
- Don DeGraw suggested setting up a separate meeting to include himself, the ATCT Manager, Robert Gold, and Tina Mazzorana to discuss the alternate approach paths.
- Mr. Gold asked about the distribution between VFR and IFR traffic. Don DeGraw indicated he thought it was about 50% each, but has documentation with the exact numbers.
- Mr. Gold asked about the ability to stream the ATCT communications to the internet, so we can monitor the instructions being issued to pilots. Don DeGraw suggested a small handheld radio to monitor the ATCT frequency.
- Having a 48-hour archive of the ATCT transmissions would be helpful to be able to identify the aircraft event that triggers a particular complaint.
- If the airport could make it as easy as possible for citizens to reports events, and to provide additional detail, we could create a partnership to differentiate between avoidable and non-avoidable noise events.

Next meeting December 1st, 2015.

Marlene Durazo moved to adjourn the meeting, and Amy Kehoe seconded the motion. The meeting adjourned at 3:25 p.m.

SUMMARY OF NCP OPERATIONAL MEASURES

OM-1. Voluntary use of Ground Power Units when time and safety permit

It is recommended that aircraft make voluntary use of available Ground Power Units (GPUs) in place of the on-board aircraft Auxiliary Power Units (APUs) when time and safety permit, as described in **Section 8.2.1**. The use of GPUs may reduce ground noise associated with the operation of the airport, and will reduce air emissions and fuel usage by aircraft.

OM-2. Continue use of designated aircraft run-up locations

It is recommended that Key West International Airport continue use of the designated run-up locations as described in **Section 8.2.2**.

OM-3. Voluntary use of intersection departures on Runway 09

It is recommended that aircraft departing from Runway 09 use an intersection departure at Taxiway C, safety, weather and aircraft performance permitting, as described in **Section 8.3.1**. The use of the Taxiway C intersection departure will reduce departure noise at noise sensitive locations west of Runway 09.

OM-4. Continue use of a wide variety of flight paths on approach to Runway 09

It is recommended that smaller aircraft continue to use a variety of flight paths during daytime hours as they approach to land on Runway 09, as described in **Section 8.4.2**.

OM-5. Voluntary southerly helicopter arrival and departure tracks

It is recommended that rotary wing aircraft (helicopters) depart and arrive to the south to avoid low overflights of noise sensitive land uses directly north of the airport, as described in **Section 8.4.3**. The helicopters have the ability to safely operate at altitudes below those at which the NASKW aircraft are transitioning through the airspace, and as a voluntary measure, would not apply to the first responder helicopter operations that occur at KWIA.

OM-6. Adherence to voluntary practices for air tour and aerial advertising flights

It is recommended that pilots of all air tour and/or aerial advertising flights adhere to the voluntary practices set forth in FAA AC 91-36D and/or the Community Operational Sensitivity standards included in the Aerial Media Code of Conduct, as described in **Section 8.4.4**.

OM-7. Continue voluntary avoidance of direct flight over Key West by the Sea Condominiums by pilots of air tours and aerial advertising flights

It is recommended that KWIA continue to discourage pilots of air tours and aerial advertising flights from flying directly over Key West by the Sea Condominiums, as described in **Section 8.4.4**.

OM-8. Continue voluntary use of noise abatement arrival and departure procedures

It is recommended that KWIA continue to encourage pilots to use the voluntary NBAA close-in noise abatement departure procedure. Further, it is recommended that VFR aircraft continue the voluntary use of specific departure procedures requiring maintaining runway heading until reaching the airport boundary. In addition, it is recommended that the appropriate arriving and departing aircraft use voluntary propeller and power adjustments, as safety allows. These measures are described in **Section 8.5.3**.

OM-9. Continue voluntary curfew of aircraft activity between 11:00 p.m. and 7:00 a.m.

It is recommended that KWIA continue to encourage pilots to observe the voluntary curfew on aircraft activity between 11:00 p.m. and 7:00 a.m. as described in **Section 8.5.5**.

PM-3. Prepare, print, and distribute full color informational inserts in a format that is compatible with the Jeppesen Sanderson manual, which describe all voluntary noise abatement procedures

It is recommended that KWIA prepare, print, and distribute a full color informational insert in a format that is compatible with the Jeppesen Sanderson manual that provides a description of all components of KWIA's voluntary operational noise abatement program. This would be useful for educating both citizens and pilots. It is recommended that KWIA provide color copies of the pilot handout to the FBO and airline station managers, and ask that they be placed in accessible locations at the FBO and distributed to pilots. This measure is described in **Section 10.4**. Prior to release, language in the pilot handout should be reviewed for wording and content by the appropriate FAA office. The content of the pilot handout is subject to specific approval by appropriate FAA officials.

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.

PM-4. Post framed, weatherproof, large scale versions of pilot handout on the airside at the FBO and airline terminal

It is recommended that KWIA provide a framed, weatherproof, large scale version of the pilot handout to the FBO to be posted on the airside where it can be seen by pilots as they enter and exit the FBO, as described in **Section 10.4**. It is also recommended that KWIA post a framed, weatherproof, large scale version of the pilot handout on the airside at the airline terminal where it can be seen by commercial service pilots as they enter and exit the terminal, as described in **Section 10.4**.

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.

PM-6. Purchase and install lighted airfield information signs to promote use of voluntary noise abatement procedures

It is recommended that that KWIA purchase lighted information signs to be installed on the airfield to promote the use of noise abatement procedures, as described in **Section 10.4**. These signs will replace the existing signs. Prior to purchase and installation, the proposed language on signage must be reviewed and approved by the FAA. The signs must be designed and installed in accordance with FAA Advisory Circular 150/5340-18E, *Standards for Airport Sign Systems*.

Eligibility for FAA funding will be determined by the FAA at the time the grant application is submitted for Federal funding consideration.



NBAA NOISE ABATEMENT PROGRAM

Quiet Flying Is Good Business

Founded in 1967, the NBAA Noise Abatement Program promotes safe, standardized and uncomplicated operating procedures that are effective in reducing noise exposure.

www.nbaa.org/quietflying

NBAA NOISE ABATEMENT PROGRAM

Quiet Flying Is Good Business

NBAA has long believed that quiet flying is good business. NBAA's Noise Abatement Program has been in existence since 1967, establishing objectives and operating procedures that have served the business aviation community well and have proven to be effective in reducing aircraft noise impacts and subsequently, community opposition to business aviation.

NBAA's updated Noise Abatement Program was developed with modern aircraft performance and air traffic control (ATC) requirements in mind. With this revision, NBAA continues to provide operators with guidance to reduce noise impacts that is suited to the current operating environment, as well as new tools for aircraft operators and airports to address the noise concerns of adjacent communities.

The updated program includes:

- Noise abatement best practices for flight crews.
- Updates to NBAA's "close-in" noise abatement departure procedure and approach and landing procedures.
- Noise abatement guidance for other aviation stakeholders, including airports and air traffic control facilities.

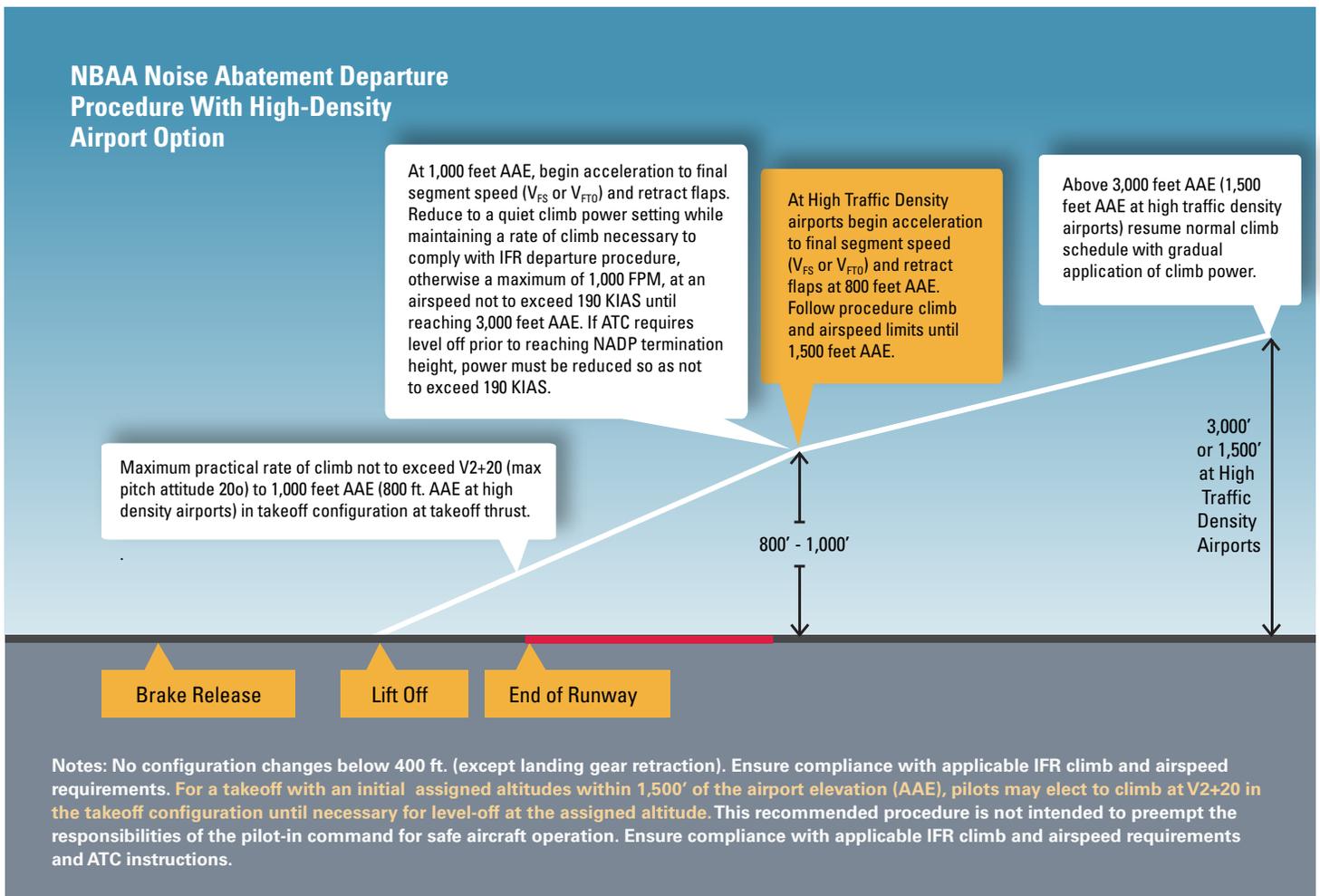
NOISE ABATEMENT BEST PRACTICES FOR FLIGHT CREWS

Pilots should always be mindful of noise impacts at airports. Even the "quietest" modern aircraft may disturb those that live near the airport. Care should be taken to minimize the aircraft's noise profile whenever possible by utilizing noise abatement best practices at *all* airports, especially during night-time and early-morning hours when aircraft operations may be especially disturbing.

- During the flight-planning process, flight crews should familiarize themselves with the airport's noise abatement policies and any applicable noise abatement procedures (NAPs) for the airport they will be using. These may include:
 - Preferential runway use
 - Preferential approach and departure paths
 - Preferred terminal arrival and departure procedures for noise abatement
 - Other noise-related policies (maximum noise limits, curfews, usage of reverse thrust, engine run-up policies, etc.)
- Contact the airport's Noise Management or Operations department for more information on local noise policies and procedures.
- When available, pilots should utilize their company's recommended departure/arrival NAPs or those recommended by the aircraft manufacturer for their specific aircraft.
- Flight safety and ATC instructions and procedures always have priority over any NAP. NAPs should be executed in the safest manner possible and within all FAA-mandated operating requirements.
- Proper pre-departure and pre-arrival crew briefings are essential to ensuring the safe and effective execution of NAPs.
- When airport or aircraft-specific procedures are unavailable, NBAA provides recommended noise abatement procedures suitable for any aircraft type and airport operating environment (see below).

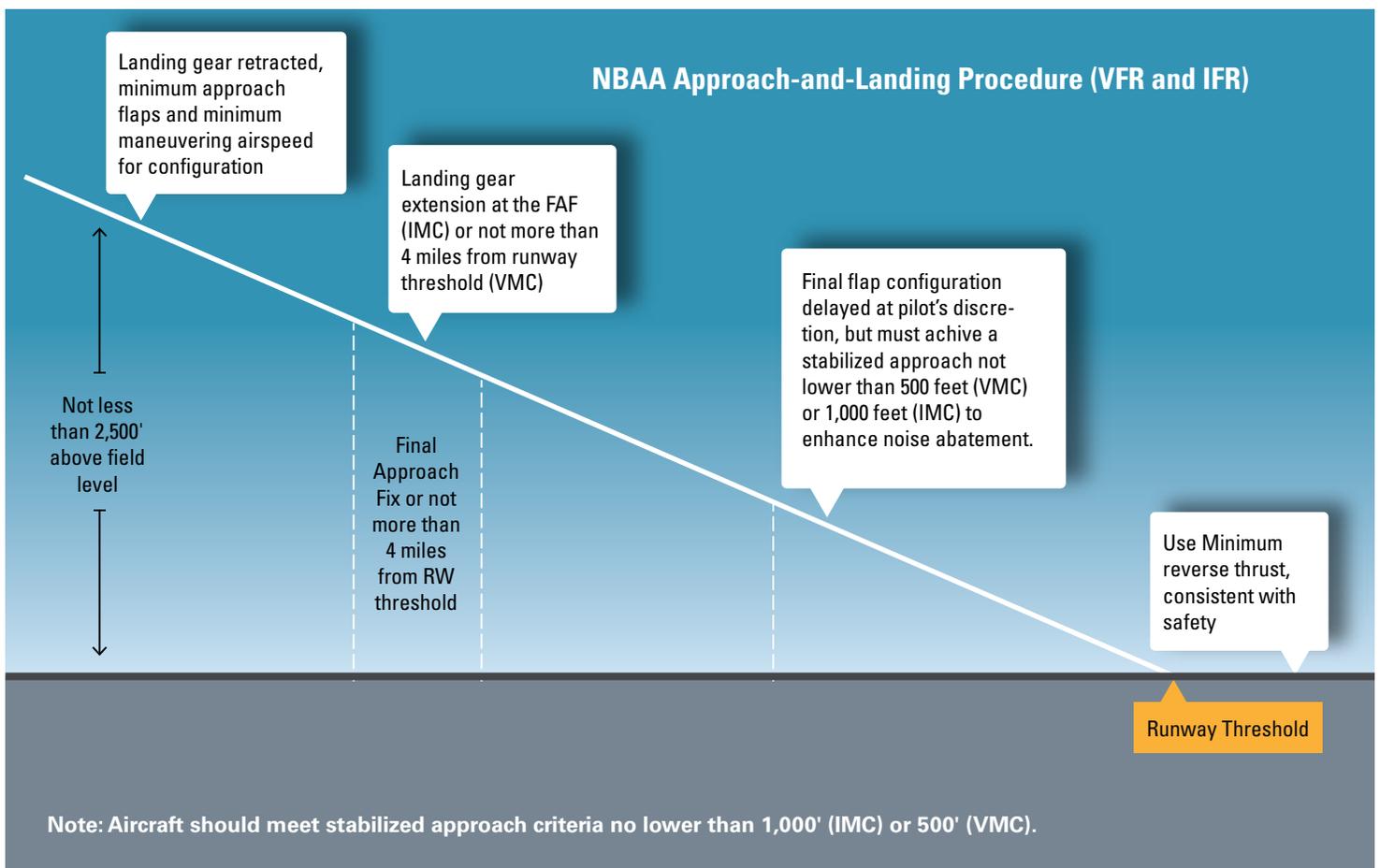
NBAA-RECOMMENDED NOISE ABATEMENT DEPARTURE PROCEDURE WITH HIGH-DENSITY AIRPORT OPTION

1. Climb at maximum practical rate not to exceed V_2+20 KIAS (maximum pitch, attitude 20 degrees) to 1,000 feet AAE (800 ft. AAE at high-density-traffic airports) in takeoff configuration at takeoff thrust.
2. Between 800 and 1,000 feet AAE, begin acceleration to final segment speed (V_{FS} or V_{FTO}) and retract flaps. Reduce to a quiet climb power setting while maintaining a rate of climb necessary to comply with IFR departure procedure, otherwise a maximum of 1,000 FPM, until reaching 3,000 feet AAE or 1,500 feet AAE at high-density-traffic airports. If ATC requires level off prior to reaching NADP termination height, power must be reduced so as not to exceed 190 KIAS.
3. Above 3,000 feet AAE (1,500 feet at high-density airports) resume normal climb schedule with gradual application of climb power.
4. Ensure compliance with applicable IFR climb and airspeed requirements at all times.



NBAA-RECOMMENDED APPROACH AND LANDING PROCEDURE (VFR AND IFR)

1. Inbound flight path should not require more than a 25 degree bank angle to follow noise abatement track.
2. Observe all airspeed limitations and ATC instructions.
3. Initial inbound altitude for noise abatement areas will be a descending path from 2,500 feet AGL or higher. Maintain minimum maneuvering airspeed with gear retracted and minimum approach flap setting.
4. During IMC, extend landing gear at the final approach fix (FAF), or during VMC no more than 4 miles from runway threshold.
5. Final landing flap configuration should be delayed at the pilot's discretion; however, the pilot must achieve a stabilized approach not lower than 500 feet during VMC or 1,000 feet during IMC. The aircraft should in full landing configuration and at final approach speed by 500 feet AGL to ensure a stable approach.
6. During landing, use minimum reverse thrust consistent with safety for runway conditions and available length.



COLLABORATION, EDUCATION AND OUTREACH

Effective aircraft noise management requires a collaborative effort between aircraft operators, ATC and airport operators. Minimizing noise impacts is in the best interest of all stakeholders.

Aircraft Operators

- The noise abatement best practices recommended by NBAA are suggested as a national standard for business aircraft operators. They are intended for use at any airport and for any aircraft. They should be used when airport-specific or aircraft-specific procedures are unavailable.
- NBAA members should engage their local airport, particularly with regard to noise issues. Where necessary, support should be provided to assist airport management in adopting procedures which meet the objectives of the NBAA Noise Abatement Program as they relate to operational safety and usability. Every effort should be made to tailor procedures to the specifics of each airport in order to provide the maximum noise reduction consistent with safe and efficient operations.
- When applicable, pilots are encouraged to provide feedback on local NAPs to ATC, the airport operator and local pilot groups.
- Pilot training for business aircraft should include the importance of noise abatement and noise abatement procedures in all types of ratings and ATR flight checks.

Airports

- Specific information should be developed by airport management and made available to pilots and controllers through publication of easily attainable flight manuals, NOTAMS, AIMS, letters to airmen, ATIS messages, charts and explanatory pamphlets. This information should include:
 - Approach and departure paths over least noise-sensitive areas
 - Preferential runway usages, if applicable
 - Use of NBAA's noise abatement best practices
 - General map showing surrounding area and marking places of specific sensitivity, such as residential areas, schools and hospitals
- Airports should provide communities with data to demonstrate current and historic airport noise levels and highlight continued efforts by the airport and aviation industry to minimize noise impacts.
- Airport approach and takeoff paths should be designated on all official zoning maps. This should be done for all airports, existing or proposed, in order that land-use zoning, development and real estate activity are conducted with full awareness of the confines of such areas. Additionally, the land use permitted in these areas should be specified in zoning regulations and building codes in order to protect inhabitants.
- Airport management should investigate the optimal use of visual and electronic approach aids, which can aid noise abatement procedures at an airport. Improvements in both approach aids and runway facilities encourage aircraft to approach over the least noise-sensitive areas.
- Jet aircraft run-up areas should be developed for least noise disturbances to airport tenants and local communities. Blast fences, ground run-up enclosures, etc., should be provided and used where necessary.

- Airport management should evaluate the airport’s natural terrain and consider ways in which improvements to landscaping might improve noise conditions around the airport.
- Airport management should post signs in pilot information centers, as well as at conspicuous places along airfield entry points (e.g., walk-through and drive-through gates), the taxiways or runway areas, giving the pilots a last reminder that they are in a noise-sensitive area calling for use of noise abatement procedures.
- Airport management should develop education programs to inform pilots and air traffic controllers as to the need for and procedures associated with noise abatement and good community relations. A more thorough understanding by the pilots and the controllers as to what the procedures are, as well as the reasons behind them, is the key to success.
- Preferential runway use systems that are safe and do not unnecessarily restrict the flow of air traffic should be established at all airports having a need for them.

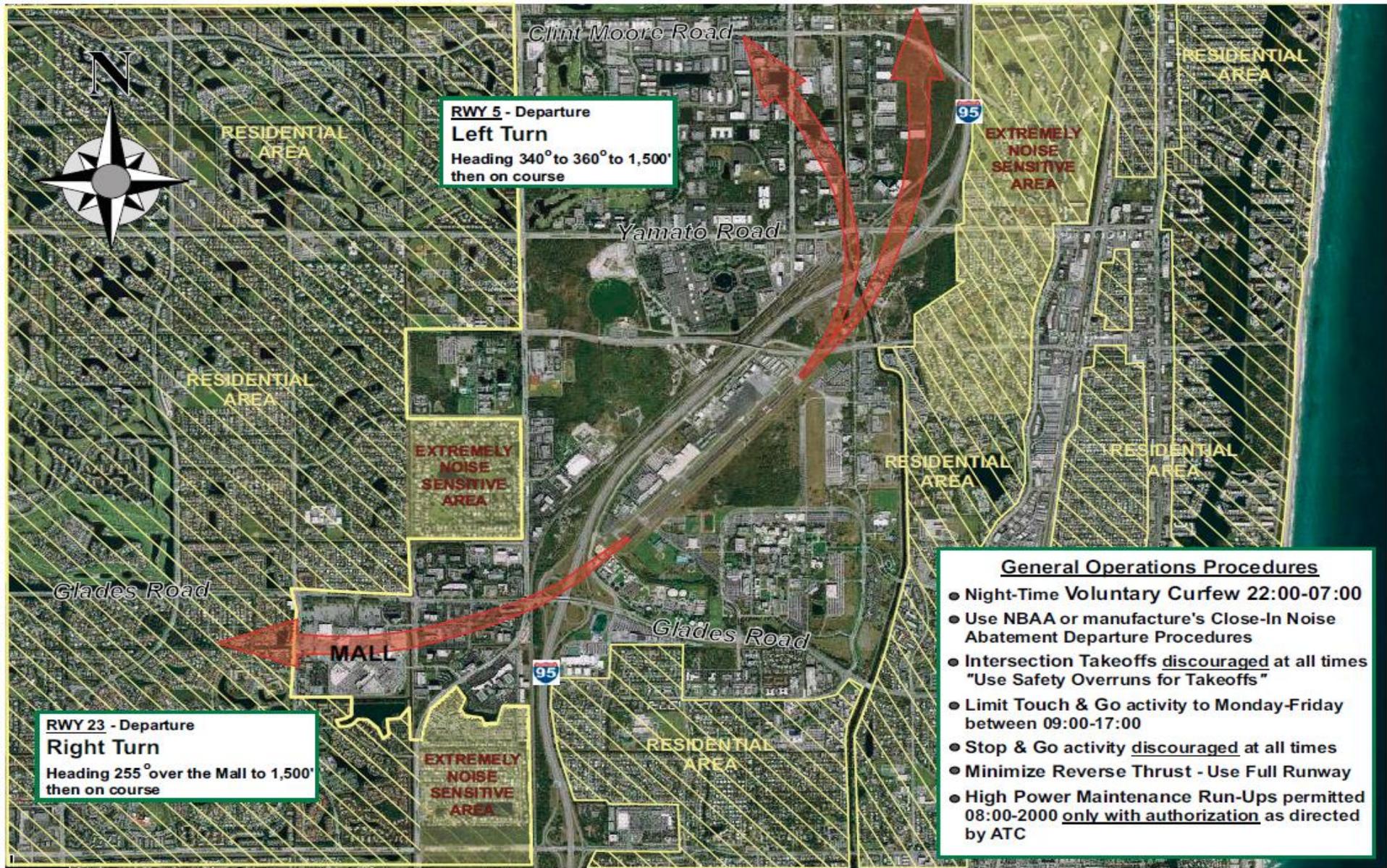
Air Traffic Control

- The airport and ATC management should conduct a procedures review to recommend and implement new airport noise awareness programs. The recommendations should add a statement such as “use noise abatement procedures” to all ATC clearances issued by control tower operators.
- Control tower operators should be permitted to give any needed special attention to jet aircraft that may, for purposes of noise abatement, be required to land or takeoff using a different runway than the one in use by smaller aircraft.
- Control tower operators should develop procedures that will separate high-performance aircraft from low-performance aircraft as much as possible.
- The air traffic control procedures should keep aircraft more than 3,000 feet AGL over noise-sensitive areas to the extent that this can be accomplished without excessive derogation of air traffic flow.
- It is recommended that high-performance aircraft within reasonable operating limits and consistent with noise abatement policies remain at the highest possible altitude as long as possible when arriving and climb to the requested altitude filed by the pilot as soon as possible after departing.
- SIDs should include references to the use of noise abatement procedures.

About NBAA

Founded in 1947 and based in Washington, DC, the National Business Aviation Association (NBAA) is the leading organization for companies that rely on general aviation aircraft to help make their businesses more efficient, productive and successful. Contact NBAA at (800) FYI-NBAA or info@nbaa.org. Not a Member? Join today by visiting www.nbaa.org/join.

Released in 2015, this updated NBAA Noise Abatement Program was developed in conjunction with industry experts on NBAA’s Access Committee. Learn more about the NBAA Access Committee at www.nbaa.org/committees/access.



**RWY 5 - Departure
Left Turn**
Heading 340° to 360° to 1,500'
then on course

**RWY 23 - Departure
Right Turn**
Heading 255° over the Mall to 1,500'
then on course

- General Operations Procedures**
- Night-Time Voluntary Curfew 22:00-07:00
 - Use NBAA or manufacturer's Close-In Noise Abatement Departure Procedures
 - Intersection Takeoffs discouraged at all times "Use Safety Overruns for Takeoffs"
 - Limit Touch & Go activity to Monday-Friday between 09:00-17:00
 - Stop & Go activity discouraged at all times
 - Minimize Reverse Thrust - Use Full Runway
 - High Power Maintenance Run-Ups permitted 08:00-2000 only with authorization as directed by ATC



Boca Raton Airport Authority
3701 FAU Boulevard, Suite #205
Boca Raton, FL 33431
Tel: 561-391-2202 FAX: 561-391-2238
561-391-0296 (Noise Hotline)
www.bocairport.com

Unless otherwise instructed by ATC, pilots are requested to comply with Voluntary Noise Abatement Procedures.

ATC INSTRUCTIONS SUPERCEDE NOISE ABATEMENT PROCEDURES

BCT Noise Abatement Procedures

NOISE ABATEMENT – BCT



VOLUNTARY RESTRICTIONS

- Night-Time **Voluntary Curfew 22:00 to 07:00**
- For Voluntary Curfew flights, fill out the online form at www.bocairport.com/vcp or call **561-391-0296** and leave N#, Date, Time, Contact Name and Phone Number before arrival and departure

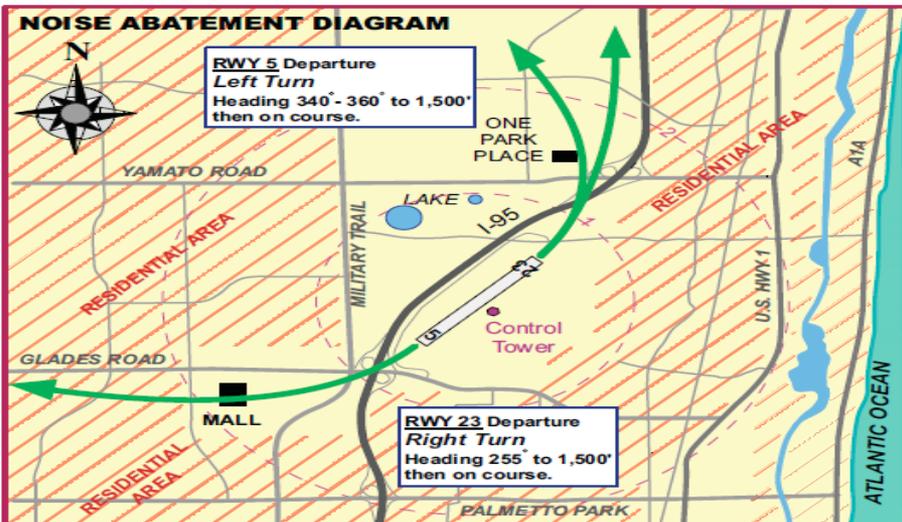
ARRIVALS/DEPARTURES

- Straight In Approaches discouraged
- RWY 23 – Right Traffic, RWY 5 – Left Traffic

VOLUNTARY NOISE ABATEMENT

- **RWY 5** – Make crosswind turn as soon as practicable to avoid residential areas
- **RWY 23** – To minimize noise, enter downwind leg at 1,000' Piston and 1,500' Jet
- Limit **TOUCH & GO** activity to Monday-Friday between 09:00-17:00
- **STOP & GO** activity DISCOURAGED at all times
- Intersection Takeoffs DISCOURAGED at all times – Use Safety Overruns for Takeoff
- MINIMIZE REVERSE THRUST – Use Full Runway
- Use NBAA Recommended Noise Abatement Procedures
- **High Power Maintenance Run-Ups** permitted 08:00-20:00 only with authorization

ATC INSTRUCTIONS SUPERSEDE NOISE ABATEMENT PROCEDURES



Boca Raton is a NOISE SENSITIVE Residential Community.

BOCA RATON, FLORIDA – BCT

N 26° 22' 42" - W 80° 06' 27"

CTAF/Unicom 118.425
GROUND 121.80
ATIS 121.125 (07:00 to 23:00)
AWOS 121.125 (23:00 to 07:00)

Signature 130.900 (561) 955-9556
Atlantic Aviation 131.95 (561)368-1110

FIELD ELEV - 13' MSL

TOWER Hours: 07:00 to 23:00
 "Class D" Airspace during tower operation.

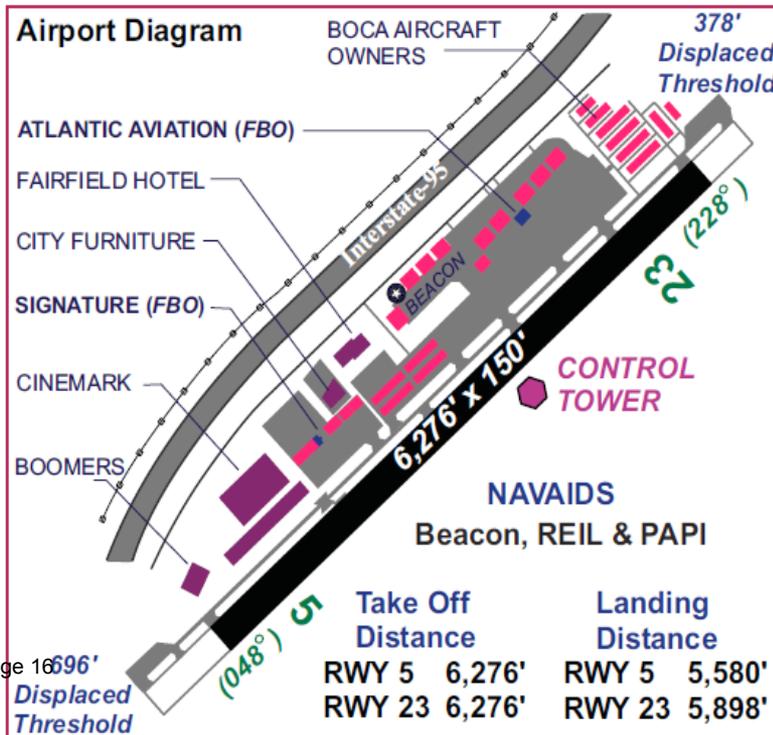
VOR	FREQ	RAD	NM
PBI	115.7	183.5°	18.7
FLL	114.4	007.7°	18.0
PHK	115.4	128.0°	40.0

TRAFFIC PATTERN ALT - 1,000' AGL (PISTON) & 1,500' AGL (JET)

APPROACHES - VOR/DME-A, RNAV(5), and RNAV(23)

REMARKS

- 24 HOUR - Full Service Fixed Based Operators
- VOLUNTARY CURFEW - 22:00-07:00
- If possible please plan your departures and arrivals between 07:00 and 22:00



Boca Raton is a NOISE SENSITIVE Community. Your cooperation with the recommended Voluntary Procedures is greatly appreciated.



NOISE ABATEMENT PROCEDURES

JETS:

- Use NBAA or manufacturer's recommended close-in noise abatement departure and approach procedures.
- Refrain from use of 13-31 at all times.

PROPELLER AIRCRAFT:

- On departure, climb to 1,000' pattern altitude as quickly and safely as possible.
- On arrival, maintain 1,000' pattern altitude as long and as safely as possible.

ALL AIRCRAFT:

- Avoid low overflight of residential areas at all times.
- Runway 13-31 closed when Runway 09-27 operational, 10 pm – 7 am.
- Refrain from repetitive operations 10 pm – 7 am, and all day on weekends and holidays.
- Maintenance runups prohibited 7 pm – 7 am. Contact ATC for instructions during permitted hours.
- Runups prohibited on ramps/aprons at all times.

FOR FURTHER INFORMATION:

Phone: 954-828-4955

Email: airport@fortlauderdale.gov

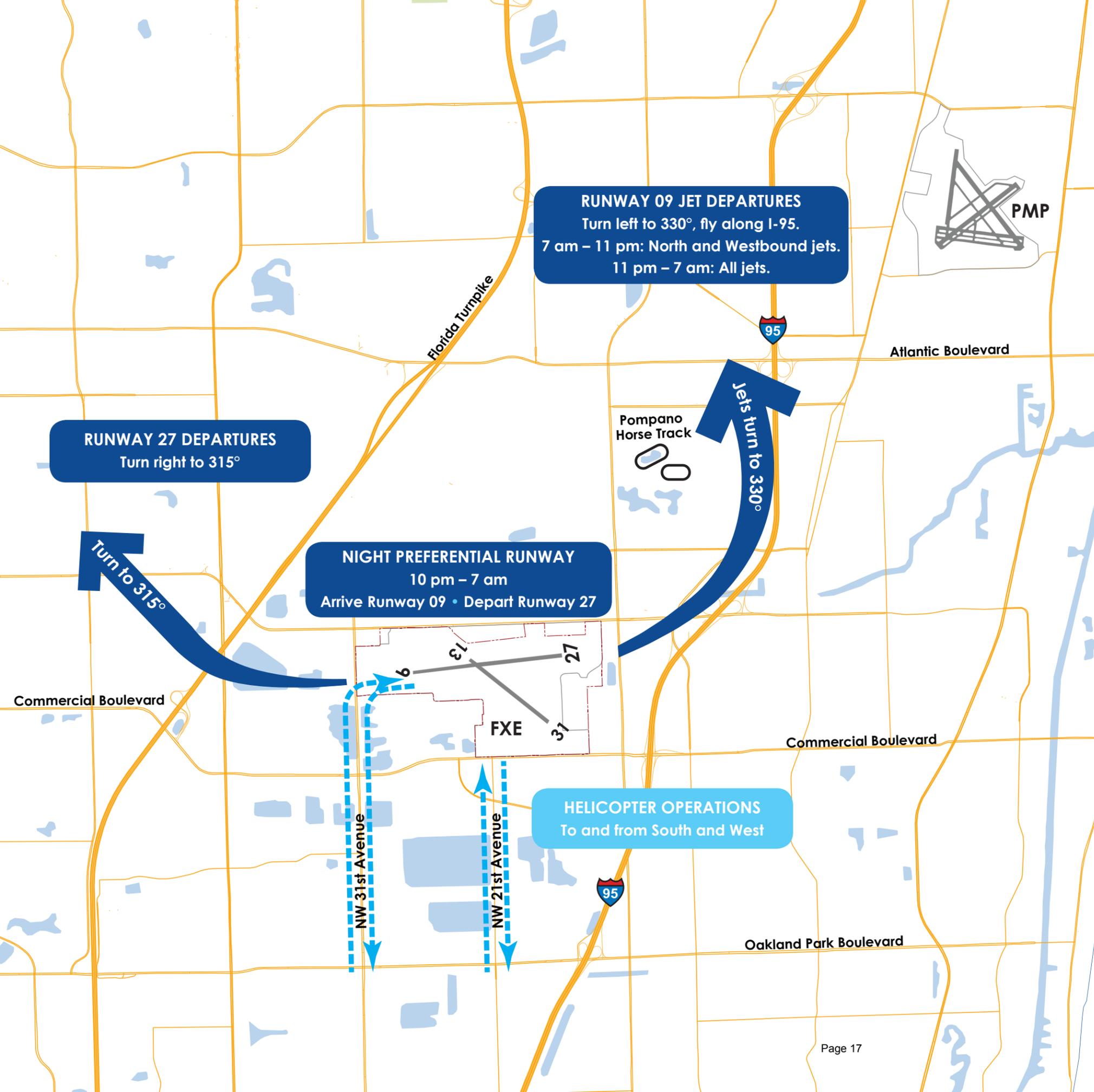
www.whispertrack.com/airports/KFXE

www.fortlauderdale.gov/fxe

www.nbaa.org/ops/envirment/quiet-flying



NOTE: These procedures are not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operation, and are not intended to conflict with FAA instructions, regulations, or procedures.



RUNWAY 09 JET DEPARTURES
Turn left to 330°, fly along I-95.
7 am – 11 pm: North and Westbound jets.
11 pm – 7 am: All jets.

RUNWAY 27 DEPARTURES
Turn right to 315°

NIGHT PREFERENTIAL RUNWAY
10 pm – 7 am
Arrive Runway 09 • Depart Runway 27

HELICOPTER OPERATIONS
To and from South and West

MARTIN COUNTY AIRPORT/ WITHAM FIELD-SUA

Tower 126.6 & ATIS 134.475 (7 AM – 8 PM Local) GRN CON 121.7 CTAF 126.6

SUA IS NOISE SENSITIVE

Operations & Noise Abatement Procedures

→ **General**

- Runways are weight limited. See AFD data for specific limitations.
- Maintenance Engine Run-ups allowed only between 8AM and 6 PM Local M-Sat. See FBO for proper run-up locations.
- Traffic Pattern Altitudes:
 - Jets and turbo props-1,500 feet MSL
 - Piston -1,000 feet MSL

Voluntary nighttime curfew on ALL AIRCRAFT - 11 PM to 7 AM.

→ **Jet Aircraft Operators**

- Use of NBAA “close-in” noise abatement departure profile

Please request Noise Abatement Departure Procedures when possible.

→ **Touch & Go Operations**

- Stop & Go and Intersection takeoffs are strongly discouraged.
- Touch & Go Operations are DISCOURAGED:
 - Monday thru Saturday; before 8 AM and 2 hours after sunset.
 - Sundays, Thanksgiving, Christmas and New Years.
- Touch and Go Operations are limited to a maximum of three; then either make a full stop landing or depart the traffic pattern.

Witham Fld (SUA) 1 SE UTC-5(-4DT) N27°10.90' W80°13.27'
 17 B S4 FUEL 100LL JET A MIAMI
H-5E, L-19C
IAP
RWY 12-30: H5826X100 (ASPH) S-65 D-105 DT-190 MIRL
RWY 12: REIL. PAPI(P4L) – GA 3.0° TCH 33' Thld dsplcd 660'. Trees.
RWY 30: REIL. PAPI(P4L) – GA 3.0° TCH 33' Thld dsplcd 460'. Trees.
RWY 16-34: H5000X100 (ASPH) S-55 D-90 DT-160
RWY 16: Thld dsplcd 335'. **RWY 34:** Thld dsplcd 880'. Trees.
RWY 07-25: H4652X100 (ASPH) S-58 D-95 DT-170 MIRL
RWY 07: PAPI(P2L). **RWY 25:** PAPI(P2L). Thld dsplcd 400'. Trees.
AIRPORT REMARKS: Attended 1200-0100Z±. Acft with wingspan 79 ft are prohibited from operating on Twy A between Twy C and the apch end Rwy 12 when acft with wingspan exceeding 79 ft is on apch to ldg or tkf Rwy 12-30. PPR for acft exceeding Rwy weight capacity. Stop and Go ops and intersection tkfs strongly discouraged at all times. Stage 1 and 2 jet ops strongly discouraged 0300-1200Z±. Noise sensitive areas all quadrants. Use noise abatement procedures prescribed by arpt and the National Business Acft Association. MIRL Rwy 12-30 and Rwy 07-25 preset med ints dusk-0400Z±. ACTIVATE REIL Rwys 12 and 30 and after 0400Z±, Activate MIRL Rwy 12-30 and Rwy 07-25--CTAF. PAPI Rwys 12, 30, 07 and 25 operate continuously.
WEATHER DATA SOURCES: ASOS-3 134.475 (772) 781-1642
COMMUNICATIONS: CTAF 126.6 UNICOM: 122.95
MIAMI FSS (MIA) TF 1-800-WX-BRIEF. NOTAM FILE MIA
@PALM BEACH APP DEP CON 128.3
STUART TOWER 126.6 (1200-0100Z) **GND CON** 121.7
AIRSPACE: CLASS D svc (1200-0100Z) other times CLASS G.
RADIO AIDS TO NAVIGATION: NOTAM FILE VRB.
VERO BEACH H VORTAC 117.3 VRB Chan 120 N27°40.71' W80°29.38' 154° 33 NM to fld. 20/04W.
COMM NAV WEATHER REMARKS: AWOS-3 avbl only during hrs when twr clsd.

Airport Director's Office Tel: (772) 221-2373 E-mail: mmoon@martin.fl.us
 This chart and information is not intended for in-flight operations or navigation.
 The publisher takes no responsibility for the use of any of the materials contained on this chart.

Preferred Flight Corridors
Runway 12 preferred during calm winds.



Pilots!
Departures: Request Noise Abatement
Departure Track when possible.

NOTE: ALL DEPARTURES
Reduce Power to V2 + 10 when able.
Preferred Takeoff Procedures

Runway 12
Fly Runway Heading to Ocean
Climb to 3000' MSL
Then on course.

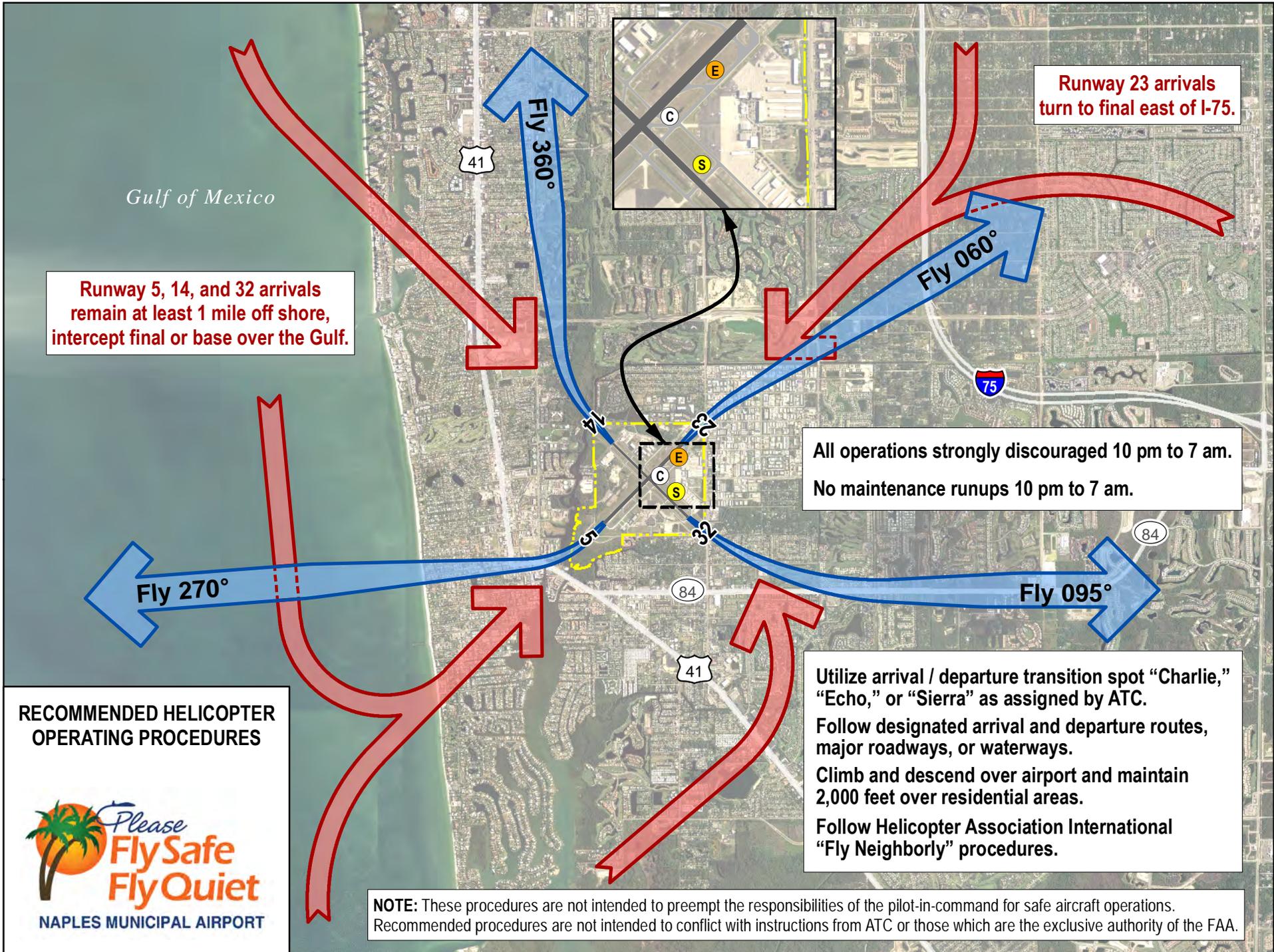
Runway 30
Turn left to 285°
Climb to 2000' MSL
Then on course.

Runway 07
Fly Runway Heading to River
Left to 335° or Right to 150°
Climb to 2000' MSL - Then on course.

Runway 25
Fly Runway Heading to US1
Left to 225°-Climb to 2000' MSL
Then on course.

Runway 16
Turn Left to 120°
Climb to 2000' MSL
Then on course.

Runway 34
Fly Runway Heading to River
Climb to 2000' MSL
Then on course.



Runway 23 arrivals
turn to final east of I-75.

Runway 5, 14, and 32 arrivals
remain at least 1 mile off shore,
intercept final or base over the Gulf.

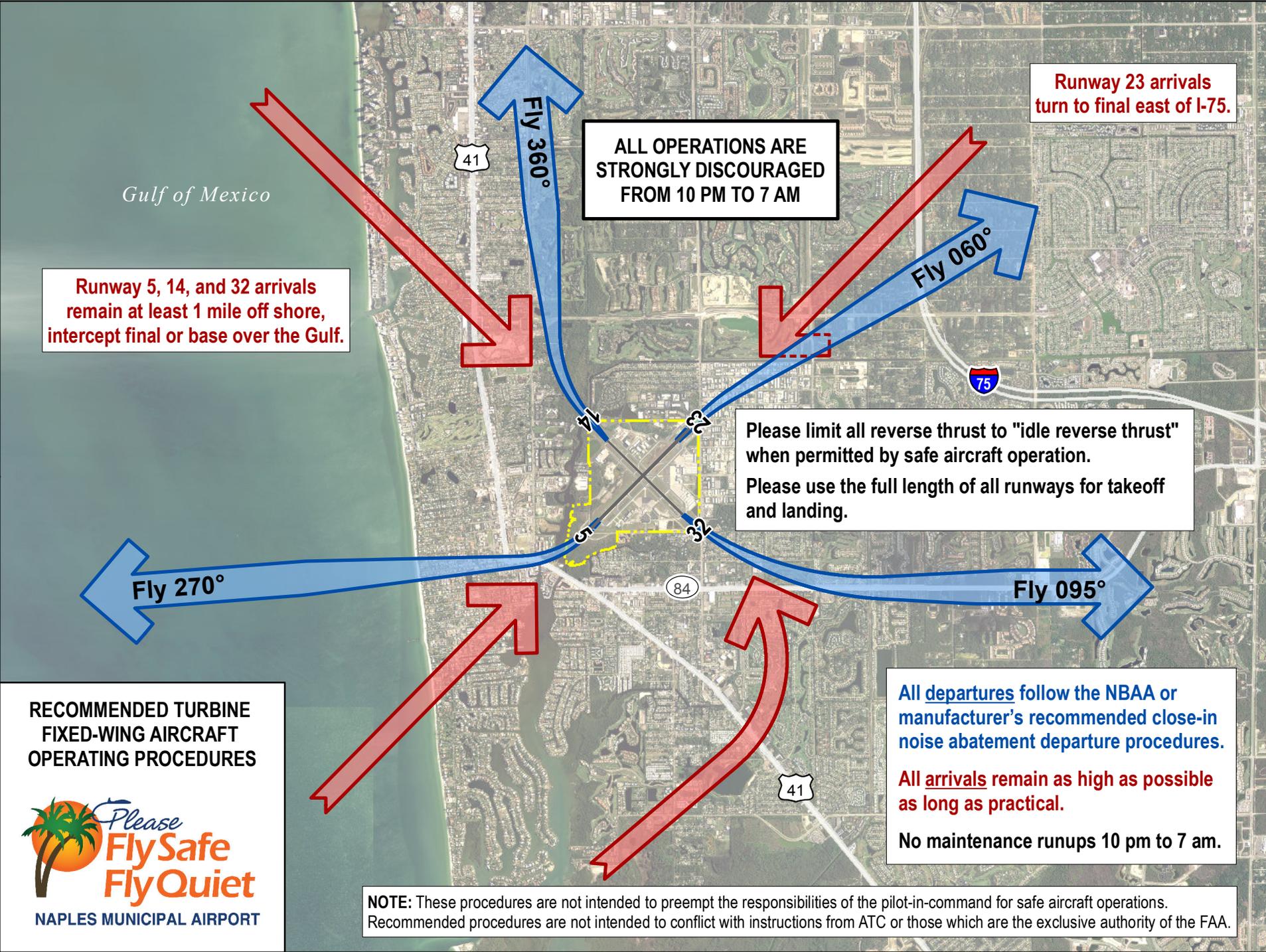
All operations strongly discouraged 10 pm to 7 am.
No maintenance runups 10 pm to 7 am.

Utilize arrival / departure transition spot "Charlie,"
"Echo," or "Sierra" as assigned by ATC.
Follow designated arrival and departure routes,
major roadways, or waterways.
Climb and descend over airport and maintain
2,000 feet over residential areas.
Follow Helicopter Association International
"Fly Neighborly" procedures.

NOTE: These procedures are not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operations.
Recommended procedures are not intended to conflict with instructions from ATC or those which are the exclusive authority of the FAA.

**RECOMMENDED HELICOPTER
OPERATING PROCEDURES**





Runway 23 arrivals
turn to final east of I-75.

ALL OPERATIONS ARE
STRONGLY DISCOURAGED
FROM 10 PM TO 7 AM

Runway 5, 14, and 32 arrivals
remain at least 1 mile off shore,
intercept final or base over the Gulf.

Please limit all reverse thrust to "idle reverse thrust"
when permitted by safe aircraft operation.
Please use the full length of all runways for takeoff
and landing.

Fly 270°

Fly 360°

Fly 060°

84

Fly 095°

RECOMMENDED TURBINE
FIXED-WING AIRCRAFT
OPERATING PROCEDURES



NAPLES MUNICIPAL AIRPORT

All departures follow the NBAA or
manufacturer's recommended close-in
noise abatement departure procedures.

All arrivals remain as high as possible
as long as practical.

No maintenance runups 10 pm to 7 am.

NOTE: These procedures are not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operations. Recommended procedures are not intended to conflict with instructions from ATC or those which are the exclusive authority of the FAA.

Pattern Activity:

Observe 1,000' pattern altitude. Keep traffic pattern within ½ to 1 nautical mile of runway. Voluntarily limit touch-and-go patterns to 10 or fewer.

Gulf of Mexico

Preferred Runway 14 and 32 traffic pattern operation area is within ½ to 1 nautical mile southwest of the runway. Left-hand traffic is standard on Runway 32, right-hand traffic is standard on Runway 14.

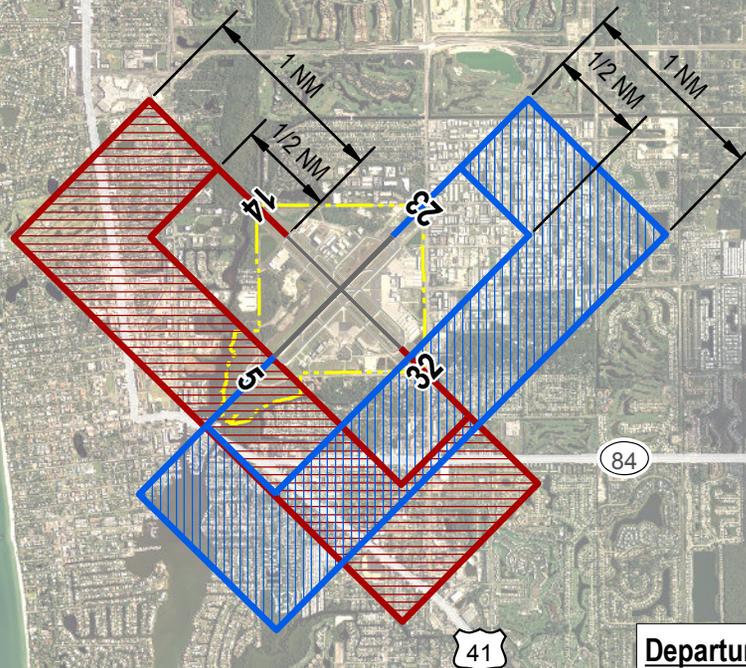
Preferred Runway 5 and 23 traffic pattern operation area is within ½ to 1 nautical mile southeast of the runway. Left-hand traffic is standard on Runway 23, right-hand traffic is standard on Runway 5.

**RECOMMENDED PISTON
FIXED-WING AIRCRAFT
OPERATING PROCEDURES**



NAPLES MUNICIPAL AIRPORT

**All operations strongly discouraged
10 pm to 7 am. No maintenance
runups 10 pm to 7 am.**



Departures and Arrivals:

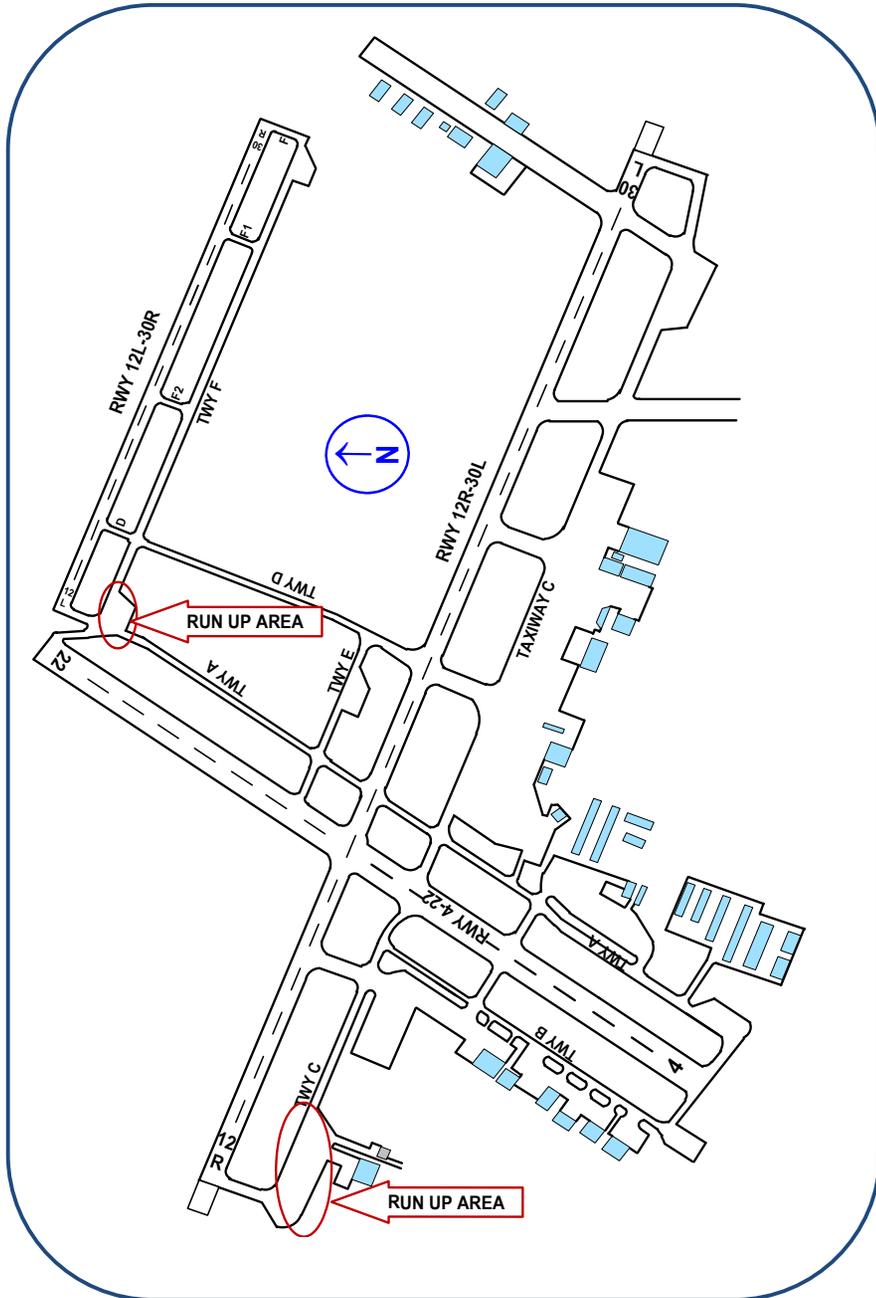
**Reduce power on takeoff as soon as possible.
Remain as high as possible on approach.**

Operations Outside the Traffic Pattern:

Maintain 2,000 feet over residences.

NOTE: These procedures are not intended to preempt the responsibilities of the pilot-in-command for safe aircraft operations. Recommended procedures are not intended to conflict with instructions from ATC or those which are the exclusive authority of the FAA.

EXTENDED ENGINE MAINTENANCE RUN-UP AREAS



Questions or Comments?

Contact Airport Director's Office (772) 978-4930

ATTENTION PILOTS!

NOISE ABATEMENT POLICY VERO BEACH AIRPORT



It is the desire and intention of the City of Vero Beach to operate the Vero Beach Municipal Airport in a safe, efficient and environmentally responsible manner. Vero Beach is a noise-sensitive community, and the noise related concerns of our community should be considered at all times.

The Airport's Noise Abatement procedures are voluntary, as required by Federal Regulations. However, all pilots are requested to remain sensitive to the issue of aircraft noise, and to follow these voluntary procedures when using the Vero Beach Municipal Airport.

Thank you for your cooperation!

Airport Management

VERO BEACH MUNICIPAL AIRPORT
Voluntary Noise Abatement Procedures

FLIGHT OPERATIONS

JET AIRCRAFT:

- Use NBAA Noise Abatement Procedures.

TRAFFIC PATTERN ALTITUDES:

- Piston Aircraft 1000' AGL.
- Turboprop & Jet Aircraft 1500' AGL.

NO TOUCH AND GO OPERATIONS:

- Between 10:00 PM and 7:00 AM Daily.
- Prior to 12:00 Noon on Sunday.

INTERSECTION TAKEOFFS:

- By ATC Request only.

**RUNWAY 12R VFR DEPARTURES, RIGHT TURN
OUT OR RIGHT CLOSED TRAFFIC:**

- On departure, turn right 15 degrees as soon as safely able, and climb on that heading until turning crosswind.

AII DEPARTURES, ALL RUNWAYS:

- When practical, expedite climb to pattern altitude as safety of flight permits.

MAINTENANCE ENGINE RUN-UPS

Airport tenants should establish maintenance engine run-up areas on their leased property in the safest, most practical and least objectionable location.

Maintenance engine run-ups should be conducted at the tenants established run-up area if:

- The run-up will last no more than 15-20 minutes.
- The run-up is conducted between 7:00 AM and 9:00 PM.

Maintenance engine run-ups should be conducted at either the Runway 12R run-up area or the Runway 22 run-up area, as depicted on the attached map if:

- The maintenance engine run-up will exceed 20 minutes.
- The run-up is conducted after 9:00 PM and before 7:00 AM.
- The frequency of several run-ups results in a continuous level of noise that could disrupt the normal operations of the tenant's neighbors, either on or off the airport.

Aircraft performing maintenance run-ups should be oriented to face a northerly direction if wind conditions and other safety factors permit.

NOTE: These guidelines pertain only to engine run-ups performed for maintenance purposes. They do not apply to normal, pre-flight engine run-ups. Pre-flight engine run-ups should continue to be accomplished in the designated run-up area at the departure runway.



Key West Noise Compatibility Program Implementation FAA Project Kick-off Meeting

FAA Orlando Airports District Office

Friday, November 13, 2015

AGENDA

1. Overview of NCP Implementation
2. NCP Cost Estimate and Schedule
3. FY'2015 Grant – Property Eligibility Tasks
4. FY'2016 Grant – Design & Bid Tasks
5. FY 2017 Grant – Construction Tasks
6. FY'2018 Grant – Design & Bid Tasks
7. FY 2019 Grant – Construction Tasks
8. FY'2020 Grant – Design & Bid Tasks
9. FY 2021 Grant – Construction Tasks

Key West International Airport

Estimated Cost of Noise Compatibility Program Implementation

<u>Grant Year</u>	<u>FAA Share</u>	<u>Local Share</u>	<u>Total</u>	<u>Description</u>
FY 2016	\$ 1,350,000.00	\$ 150,000.00	\$ 1,500,000.00	KWBTS Bldg B and Four (4) Single-Family Homes Design & Bid; NIP Pre-Construction Noise Testing; IFE for Design Services; Purchase Avigation Easement; Prepare Pilot Information Handout; Post Large-Scale Version of Pilot Info; Purchase & Install Lighted Airfield Info Signs; Airport Noise Program Coordinator
FY 2017	\$ 4,140,000.00	\$ 460,000.00	\$ 4,600,000.00	KWBTS Bldg B and Four (4) Single-Family Homes Construction; Construction Inspection Services; NIP Post-Construction Noise Testing; IFE for Construction Inspection Services; Airport Noise Program Coordinator
FY 2018	\$ 1,507,500.00	\$ 167,500.00	\$ 1,675,000.00	KWBTS Bldg C Design & Bid; NIP Pre-Construction Noise Testing; Purchase Avigation Easements; Airport Noise Program Coordinator
FY 2019	\$ 5,355,000.00	\$ 595,000.00	\$ 5,950,000.00	KWBTS Bldg C Construction; Construction Inspection Services; Post-Construction Noise Testing; Airport Noise Program Coordinator
FY 2020	\$ 1,575,000.00	\$ 175,000.00	\$ 1,750,000.00	KWBTS Bldg A Design & Bid; NIP Pre-Construction Noise Testing; Purchase Avigation Easements; NEM Update and NCP Amendment; Airport Noise Program Coordinator
FY 2021	\$ 3,915,000.00	\$ 435,000.00	\$ 4,350,000.00	KWBTS Bldg A Construction; Construction Inspection Services; NIP Post-Construction Noise Testing; Airport Noise Program Coordinator
<u>Total</u>	\$ 17,842,500.00	\$ 1,982,500.00	\$ 19,825,000.00	
<u>Average</u>	\$ 2,973,750.00	\$ 330,416.67	\$ 3,304,166.67	

Key West International Airport Estimated Schedule for NIP

	Oct-15	May-16	Jun-16	Oct-16	May-17	Jun-17	Oct-17	Jun-18	Sep-18	Oct-18	May-19	Jun-19	Oct-19	Jun-20	Sep-20	Oct-20	May-21	Jun-21	Oct-21	Sep-22	
KWBTS Property Survey, Acoustical Test Plan, Noise Testing, Eligibility Report to FAA	Oct 2015 thru May 2016																				
Submit FY'16 Grant Application for KWBTS Bldg B Design & Bid			June 2016																		
KWBTS Bldg B Design & Bid				Oct 2016 thru May 2017																	
Submit FY'17 Grant Application for KWBTS Bldg B Construction					June 2017																
KWBTS Bldg B Construction						Oct 2017 thru Sept 2018															
Submit FY'18 Grant Application for KWBTS Bldg C Design & Bid							June 2018														
KWBTS Bldg C Design & Bid								Oct 2018 thru May 2019													
Submit FY'19 Grant Application for KWBTS Bldg C Construction										June 2019											
KWBTS Bldg C Construction											Oct 2019 thru Sept 2020										
Submit FY'20 Grant Application for KWBTS Bldg A Design & Bid												June 2020									
KWBTS Bldg A Design & Bid																Oct 2020 thru May 2021					
Submit FY'21 Grant Application for KWBTS Bldg A Construction																		June 2021			
KWBTS Bldg A Construction																				Oct 2021 thru Sept 2022	



3. FY' 2015 Grant - Property Eligibility Tasks

A. Property Owner Initial Communication (KWBTS and 4 SF Homes)

- 2-Tier eligibility rules
- eligibility noise testing
- process overview
- schedule overview (FY' 2015 – FY' 2021)
- property access documents

B. Key West by the Sea Condominium (KWBTS) Property Survey

- define building architectural characteristics
- confirm condo unit floor plan "like" types: 17 styles – Studio (3), 1-BR (4), 2-BR (4), 3-BR (6)
- confirm remodeled condo units and define additional "like" floor plan types
- review "as-built" architectural drawings
- inspect common building areas, utility rooms, mechanical/electrical rooms, roofs and vents
- define property site plan characteristics / limitations
- define pre-existing deficiencies
- collect photos, window/door measurements
- collect property owner information

C. Single Family Home Property Survey

- windshield survey of 1717 Jamaica Drive
- windshield survey of 1603 Venetian Drive
- windshield survey of 2827 Venetian Drive
- windshield survey of 2929 Venetian Drive
- define property "like" categorization

D. Develop KWBTS Property Survey Report

- introduction
- property summary
- property site plan
- defined condo unit floor plans (original)
- defined condo unit floor plans (remodeled)
- photos

E. Develop Single Family Home Property Survey Report (4 properties)

- introduction
- property summary
- property site plan
- photos

F. Develop Acoustical Treatment Plan (ATP) - KWBTs

- property survey summary
- acoustical criteria & testing methodology
- acoustical test plan specifics (*Building B & C – 10% testing sample for each defined unit type*)

G. Develop Acoustical Treatment Plan (ATP) – 4 SF Homes

- property survey summary
- acoustical criteria & testing methodology
- acoustical test plan specifics

I. Property Owner Eligibility Noise Testing Orientation

- KWBTs Meetings
- SF Home Meetings

J. Conduct Eligibility Noise Testing

- KWBTs (Building B & C)
- 1717 Jamaica Drive, 1603 Venetian Drive, 2827 Venetian Drive, 929 Venetian Drive

K. Develop Property Eligibility Report of Findings – KWBTs

- review of acoustical criteria and methodology
- noise measurement results
- eligibility determination

L. Develop Property Eligibility Report of Findings – 1717 Jamaica Drive

- review of acoustical criteria and methodology
- noise measurement results
- eligibility determination

M. Develop Property Eligibility Report of Findings – 1603 Venetian Drive

- review of acoustical criteria and methodology
- noise measurement results
- eligibility determination

N. Develop Property Eligibility Report of Findings – 2827 Venetian Drive

- review of acoustical criteria and methodology
- noise measurement results
- eligibility determination

O. Develop Property Eligibility Report of Findings – 2929 Venetian Drive

- review of acoustical criteria and methodology
- noise measurement results
- eligibility determination

P. Conduct Pre-Design Research

- OSHA safety requirements research (KWBTs)
- Lift equipment research (KWBTs)
- Lift foundation requirements and proposed pathways (KWBTs)
- Site staging and storage plan (KWBTs)
- Product research (KWBTs, 4 SF)
- Stucco in-fill options (KWBTs)

4. FY' 2016 - KWBTS Building B & 4 SF Home Design

A. Property Owner Orientation

B. Design Survey: KWBS (65 surveys) + SF Homes (4 surveys)

C. Environmental Survey: KWBTS (65 surveys) + SF Homes (4 surveys)

D. Pre-Existing Deficiency Survey: KWBTS (65 surveys) + SF Homes (4 surveys)

E. Design Documents: KWBTS (65 document sets) + SF Homes (4 document sets)

F. Environmental Reports: KWBTS (65 reports) + SF Homes (4 reports)

G. Pre-Existing Deficiency Reports: KWBTS (65 reports) + SF Homes (4 reports)

H. Property Owner Design Review & Legal Documents

I. Bid Package Development & Bid Advertisement

J. General Contractor Pre-Qualification

K. Pre-Bid Meeting

L. Bid Process: Bid Opening, Bid Review, Award Recommendation & Contract Award

M. Contractor Legal Documents

5. FY' 2017 - KWBTS Building B & 4 SF Home Construction

A. Product Submittals

B. Product Procurement

C. Construction Schedules

D. Pre-Construction

E. Construction Phase & Construction Management Tasks

F. Contractor Payment Processing

G. Hazardous Material Containment & Abatement

H. Substantial & Final Inspections

I. Closeout

6. FY' 2018 - KWBTs Building C Design

- A. Property Owner Orientation**
- B. Design Survey** *(76 surveys)*
- C. Environmental Survey** *(76 surveys)*
- D. Pre-Existing Deficiency Survey** *(76 surveys)*
- E. Design Documents** *(76 document sets)*
- F. Environmental Reports** *(76 reports)*
- G. Pre-Existing Deficiency Reports** *(76 reports)*
- H. Property Owner Design Review & Legal Documents**
- I. Bid Package Development & Bid Advertisement**
- J. General Contractor Pre-Qualification**
- K. Pre-Bid Meeting**
- L. Bid Process: Bid Opening, Bid Review, Award Recommendation & Contract Award**
- M. Contractor Legal Documents**

7. FY' 2019 - KWBTs Building C Construction

- A. Product Submittals**
- B. Product Procurement**
- C. Construction Schedules**
- D. Pre-Construction**
- E. Construction Phase & Construction Management Tasks**
- F. Contractor Payment Processing**
- G. Hazardous Material Containment & Abatement**
- H. Substantial & Final Inspections**
- I. Closeout**

8. FY' 2020 - KWBTs Building A Design

- A. Property Owner Orientation**
- B. Design Survey** *(65 surveys)*
- C. Environmental Survey** *(65 surveys)*
- D. Pre-Existing Deficiency Survey** *(65 surveys)*
- E. Design Documents** *(65 document sets)*
- F. Environmental Reports** *(65 reports)*
- G. Pre-Existing Deficiency Reports** *(65 reports)*
- H. Property Owner Design Review & Legal Documents**
- I. Bid Package Development & Bid Advertisement**
- J. General Contractor Pre-Qualification**
- K. Pre-Bid Meeting**
- L. Bid Process: Bid Opening, Bid Review, Award Recommendation & Contract Award**
- M. General Contractor Legal Documents**

9. FY' 2021 - KWBTs Building A Construction

- A. Product Submittals**
- B. Product Procurement**
- C. Construction Schedules**
- D. Pre-Construction**
- E. Construction Phase & Construction Management Tasks**
- F. Contractor Payment Processing**
- G. Hazardous Material Containment and Abatement**
- H. Substantial and Final Inspections**
- I. Closeout**



ELIGIBILITY NOISE TESTING SAMPLE ILLUSTRATION

Key West by the Sea Condominium

ORIGINAL, NON-MODIFIED UNITS

KWBTS Condominium Unit Types

Studio Floor Plan	1 style	(4 total units)
1 Bedroom Floor Plan	2 styles	(52 total units)
2 Bedroom Floor Plan	2 styles	(72 total units)
3 Bedroom Floor Plan	3 styles	(78 total units)
Total Unit Types	8 styles	206 total units

Eligibility Noise Testing Sample

Studio	Style 1 (4 units)	10% = 1 unit
1 Bedroom	Style 1 (26 units)	10% = 3 units
1 Bedroom	Style 2 (26 units)	10% = 3 units
2 Bedroom	Style 1 (48 units)	10% = 5 units
2 Bedroom	Style 2 (24 units)	10% = 3 units
3 Bedroom	Style 1 (26 units)	10% = 3 units
3 Bedroom	Style 2 (26 units)	10% = 3 units
3 Bedroom	Style 3 (26 units)	10% = 3 units
Total Units to be Tested		24 units

REMODELED UNITS

KWBTS Condom Unit Types

Case 1	new windows	(8 units . 1BR, 2BR)
Case 2	new windows and HVAC	(6 units . 2BR, 3 BR)
Total	2 Remodeling Cases	10 total units

Eligibility Noise Testing Sample

Case 1	1 Bedroom (5 units)	10% = 1 unit
Case 1	2 Bedroom (3 units)	10% = 1 unit
Case 2	2 Bedroom (2 units)	10% = 1 unit
Case 2	3 Bedrooms (4 units)	10% = 1 unit
Total Units to be Tested		4 units

**Key West International Airport
Noise Hotline Log**

Date of call	Time of call	Caller	Contact information	Date rec'd	Message	Response	Date
		Carin Beam	1624 Rose Street at corner of Ashby		Ms. Beam was interested in the NIP because the noise is loud in her house.	DML spoke to Ms Beam and explained her house was not eligible for the NIP. DML also told her about the Ad-Hoc Committee.	
9/5/2015	6:00 PM	Paul Shifler	KWBTS 205-A; 571-296-2610	9/14/2015	Departure of an American Airlines jet (maybe) made a lot of noise, causing rumbling at KWBTS	No return call requested.	
9/7/2015	7:07 AM	Sarah	KWBTS	9/14/2015	The whole house shook		
9/7/2015	7:55 AM	Sarah	KWBTS	9/14/2015	The whole building is shaking. The noise is so loud. The Condo Association said we should call to report these events.	DML spoke to Sarah and explained that the NIP is about to begin at KWBTS. She just moved in and is a renter, not an owner. She saw a request for people to call the hotline posted on the bulletin board, so she decided to participate. She works for Konk Life news, and would be interested if the airport has any news releases they would like to share or potential stories, such as about the NIP. She was thrilled to hear that KWBTS was in the NIP. She said she never realized the aircraft noise was a problem for people living near the airport, until she moved into KWBTS.	9/23/2015
9/10/2015	6:14 PM	Sarah	KWBTS	9/14/2015	The entire building just shook. The Condo Association said you were replacing the windows. I'm calling to let you know the noise is bothersome.		
9/10/2015	6:16 PM	Sarah	KWBTS	9/14/2015	There were back-to-back aircraft events. This was even louder than the previous.		
9/14/2015	10:40 AM	Sarah Sandness	KWBTS 305-731-3223	9/14/2015	The whole buidling just shook		
9/15/2015	7:07 AM	Sarah	KWBTS	9/15/2015	I don't know what kind of plane just woke me out of a dead sleep. It sounded like the windows were going to blow out. I hope you give KWBTS new windows. I am just a renter.		
9/15/2015	7:09 AM	Sandy Thomas	KWBTS 305-509-2433	9/15/2015	We just heard dome kind of plane take off. It woke everyone up. The whole house shook. We need new windows or doors so we don't hear it anymore.		
9/16/2015	12:15 PM	Jamie	KWBTS 305-509-2433	9/16/2015	There have been two loud planes in the past 15 minutes, and we have the windows closed and the AC on. There was also one around 7 AM. It was the same yesterday; first thing in the morning and around noon; every day is the same. We would like something to be done.	Left a message acknowledging calls and telling them that KWBTS was in the NIP.	9/23/2015
10/11/2015	7:45 PM	Paul Shifler	KWBTS 571-296-2610	10/12/2015	A small two-engine turbo-prop (maybe) was very loud. He wanted to express his concern		
10/16/2015		Scott Ahrens	305-407-4307	10/16/2015	Called regarding submitting application for NIP. He lives at 2916 Riviera Dr.	DML spoke to him and explained that he was currently eligible, but there was not application process. Further explained that it would be a while before we got to his address on Riviera. He was satisfied.	10/16/2015



Deborah Lagos <deborah.murphy.lagos@gmail.com>

FW: (no subject)

1 message

DeGraw-Donald <DeGraw-Donald@monroecounty-fl.gov>
To: Deborah Lagos <deborah.murphy.lagos@gmail.com>

Tue, Sep 29, 2015 at 7:54 AM

FYI

Don DeGraw

Director of Airports

Key West International Airport & The Florida Keys Marathon International Airport

Key West Office (305) 809-5210

Marathon Office (305) 289-6060

Cell Phone (305) 393-7742

Please note that Florida has a broad public records law and that any communication with the County could be considered a public record. If you do not wish for your email address to become a public record, use the telephone or some other method of conveying your message.

From: CHRISOKGB@aol.com [mailto:CHRISOKGB@aol.com]**Sent:** Tuesday, September 29, 2015 7:53 AM**To:** DeGraw-Donald**Subject:** (no subject)

Really bad airplane noise this morning, especially at 7:10, it even shook the walls of the back bedroom furthest away from the runway.

Chris & Bill Estes

161 Trinidad Drive

Airport Noise Report



A weekly update on litigation, regulations, and technological developments

Volume 27, Number 34

October 2, 2015

NextGen

COMMUNITY GROUPS PLAN TO PROTEST FAA'S ROLL-OUT OF NEXT-GEN ON OCTOBER 24

Community anti-noise groups from across the country hope to rally thousands of people to protest FAA's "disastrous rollout" of NextGen on Oct. 24, which has been declared No Fly Day.

#NoFlyDay "is a national campaign to restore the peace and quiet of the many communities recently destroyed by the FAA's NextGen program," leaders of the campaign explain at their website: <http://noflyday.org>.

To date, the following 10 community anti-noise groups have joined the campaign with more expected to follow: Save Our Skies Santa Cruz, MSP Fair Skies Coalition, Boston Fair Skies, Boston West Fair Skies, Culver City for Quiet Skies, Phoenix Fair Skies, PlaneSense for Long Island, Queens Quiet Skies, Seattle Quieter Skies Task Force, and Sky Posse Palo Alto.

While the web site states that the local protests will be held at major U.S. airports, one of the leaders of the campaign told ANR that the protests will likely be held off airport grounds.

Those who participate in No Fly Day are asked to sign a pledge not to fly on
(Continued on p. 137)

Technology

B&K IMPROVES AIRCRAFT NOISE EVENT DETECTION AT WASHINGTON NAT'L, DULLES

Brüel & Kjær said Sept. 30 that it has implemented enhanced aircraft noise event detection for the Metropolitan Washington Airports Authority (MWAA), which operates Washington Dulles International and Ronald Reagan Washington National airports.

"Historically, MWAA's noise monitors determined aircraft noise events by identifying noise levels that exceeded a defined 'noise event threshold' for a minimum duration. However, as aviation technology advanced, noise events associated with quieter aircraft were not always conveyed well using the defined threshold. Consequently, MWAA sought an improved methodology to detect aircraft noise events associated with flights operating in the Washington, D.C. region," B&K explained.

The firm said its Aircraft Noise Event Extraction Methodology (ANEEM) delivers a significant advancement in aircraft sound measurement capabilities to more precisely measure aircraft noise in the community.

While ANEEM is already in use at some European airports, MWAA is the first U.S. airport proprietor to employ it.

(Continued on p. 138)

In This Issue...

NextGen ... Community anti-noise groups plan rallies on Oct. 24 to protest FAA's "disastrous roll-out" of NextGen - p. 136

Technology ... B&K improves noise event detection at Washington National, Dulles airports - p. 136

ACRP ... Two noise project final reports due out in early 2016 - p. 137

Patents ... Boeing patenting a method to harvest aircraft takeoff noise and turn it into electricity - p. 138

FAA Reauthorization ... House, Senate pass legislation to reauthorize FAA programs, including AIP, for six months - p. 138

San Carlos Airport ... County forms subcommittee to address noise complaints caused by Surf Air - p. 139

Courses ... HMMH holding training courses on airport noise control, AEDT - p. 139

Protest, from p. 136

Oct. 24 or on their next trip and to demand that FAA do the following:

- Immediately revert to previous flight paths in any communities where NextGen has created new noise disturbances, agreeing to redo the design phase and consider less disruptive solutions;
- Conduct Environmental Impact Studies that use an updated, relevant noise standard to ensure noise is not a byproduct of NextGen; and
- Create a timely and transparent community engagement process that doesn't seek to fly under the radar, but rather solicits actionable input from citizens.

As of Sept. 29, some 992 people had signed the pledge.

"The FAA set out to modernize America's air traffic control system with its NextGen program, touting increased airport efficiencies and reduced carbon emissions. Forty billion taxpayer dollars later, NextGen has fallen far short of its aspirations," the website asserts.

"In a disastrous rollout, the FAA acted with complete disregard for community engagement, instead prioritizing the profits of big business airlines. And worse, they intentionally misled Congress and the American public that NextGen would have 'no significant impact' for communities on the ground.

"As thousands of commercial jets were consolidated into a network of unprecedented aviation superhighways, citizens and their local officials were surprised by the relentless noise. Millions of people have been robbed of their mental and physical health, enjoyment of the homes and communities and trust in their government to protect their rights. And it is going to get worse – millions more across the country will suffer this fate as NextGen continues to rollout."

ACRP

TWO ACRP NOISE PROJECT REPORTS DUE OUT IN EARLY 2016

In early 2016, the Transportation Research Board is expected to issue the final reports on the following two airport noise projects:

- ACRP Project 02-44: Helicopter Noise Modeling Guidance; and
- ACRP Project 02-51: Evaluating Methods for Determining Interior Noise Levels Used in Airport Sound Insulation Programs.

Helicopter Noise Modeling Guidance

The goal of Project 02-44 is to review, evaluate, and document current helicopter noise models and identify potential improvements to FAA's Integrated Noise Model/Aviation Environmental Design Tool (INM/AEDT).

Wyle Laboratories is conducting the \$249,811 study, and

is required to propose follow-on research to improve the understanding of community response to helicopter noise, develop guidance for incorporating helicopter operations into land use planning and zoning, and address other research needs identified during the project.

The project summary explains why this research is needed:

"Sound land use planning requires accurate predictions of the acoustic signatures at noise-sensitive receiver points and methods for interpreting the effect of acoustic signatures on public health, safety, and welfare.

"Historically, the study of noise impacts from aviation has been focused on fixed-wing aircraft, while the complexity of helicopter and new-technology rotary-wing aircraft has not been given adequate attention.

"The FAA Integrated Noise Model (INM) is currently the agency's required tool for NEPA-related studies and FAR Part 150 studies. The Heliport Noise Model Version 2.2 was recently incorporated into INM Version 7.0 with a helicopter noise database collected through both FAA and manufacturer certification measurements. Currently, the FAA is incorporating INM, along with emission and fuel burn calculation methodologies, into the Aviation Environmental Design Tool (AEDT).

"The fixed-wing aircraft noise prediction techniques employed in INM/AEDT rely on the widely accepted methodologies described in documents such as SAE International's SAE-AIR-1845 and the European Civil Aviation Conference's Document 29.

"However, in contrast to guidance related to fixed-wing aircraft, there is no peer-reviewed guidance document describing an integrated modeling technique for the prediction of helicopter noise.

"Research is needed to document current practice, improve modeling methods, and provide guidance for using INM/AEDT to predict helicopter noise."

Determining Interior Noise Levels in SIPs

Project 02-51 was born out of the recent issuance of the FAA's Program Guidance Letter 12-09, "Eligibility and Justification Requirements for Noise Insulation Projects," which requires that homes and other structures in airport sound insulation programs meet an interior noise level of 45 dB DNL in addition to being within an airport's 65 dB DNL noise contour in order to be eligible for FAA grant funding.

The Guidance Letter has forced a re-examination of the methods used to determine whether existing interior noise levels are greater or less than 45 dB.

"Although the criteria for the design of dwelling modifications are fairly well-defined, there is no industry standard to guide measurement procedures to confirm a dwelling's eligibility, which can result in inconsistencies when implementing airport sound insulation programs," the project summary explains.

"Research is needed to gain a better understanding of the factors that lead to differences among measurement methods

and to understand and minimize inaccuracies in estimating interior noise levels.”

The goals of Project 02-51 are to: (1) identify and evaluate the accuracy of noise level reduction (NLR) measurement methods for non-compatible structures; (2) propose procedures to minimize the measurement inaccuracies of each method; and (3) develop a matrix to help program sponsors identify the most appropriate methodology for determining interior noise levels for their airport sound insulation program.

Acoustician Paul Schomer, working with CSDA Design Group, is the principal investigator of the project, which was funded at a level of \$299,678.

Technology

BOEING PATENTS METHOD TO CONVERT AIRCRAFT TAKEOFF NOISE TO ELECTRICITY

A method to harvest acoustical energy from aircraft takeoffs and convert it into electricity was explained in a patent filed recently by the Boeing Company that is getting attention on the internet.

The idea is based on a series of “acoustic wave collectors” mounted along the sides of the runway that turn sound waves from takeoff noise into usable electrical energy that could power runway lights, for example, or help power the airport terminal.

“It is well recognized that airports generate a great deal of noise during aircraft take-offs and landings,” Boeing Engineer Chin Toh, who invented the method, explained in the patent.

“This acoustic energy is left to dissipate and represents a lost energy resource. Heretofore, there has been no way to recycle the acoustic energy generated by aircraft during takeoffs and landings. Accordingly, there is a need for a method and system to harvest the free acoustic energies available at airport runways for electricity generation.”

Boeing’s patent application describes how Toh’s method works. Sound waves from aircraft takeoffs come into the acoustic collectors along the runway and are directed to an acoustic converter assembly, which includes a vibrating element that moves in response to the acoustic energy.

This movement draws air into the acoustic converter housing below the vibrating element and then forces the air downward to form an output airflow directed to an associated turbine assembly, causing its shaft to rotate. A generator coupled to the shaft generates electricity that is sent to an electrical substation for distribution.

Patent Application 20150260171, “Method and System for Producing Electricity from Airport Acoustical Energy,” was filed on Sept. 17.

B&I, from p. 136

“The innovative technique extracts the aircraft noise signature from environmental noise measurements and eliminates dependency on pre-established thresholds. It eliminates the need for pre-set thresholds – which can require airports to frequently adjust settings at each monitoring location when background noise conditions change,” Brüel & Kjær said.

ANEEM accounts for lower background noise levels experienced during night-time hours and in suburban neighborhoods. Previously, the criteria for noise event detection was challenging when aircraft noise levels approached community noise levels. By isolating the noise event signature, ANEEM can now report noise levels specifically associated with air-space activity.

MWAA, like other airport operators, has cited that community engagement established on fact-based knowledge is a critical component of a noise management program. ANEEM provides an additional tool in the mission to provide a better assessment of aircraft noise, which helps airports explain what’s actually happening in neighboring airport communities.

“The challenges faced by MWAA and other airports are common among airports around the world,” said Robert Brodecky, vice president of Brüel & Kjær EMS. “ANEEM improves an airport’s ability to more completely measure and report on noise impact to develop community confidence.”

ANEEM is operating as part of Brüel & Kjær’s ANOMS (Airport Noise and Operations Management System) at MWAA.

ANOMS currently assists more than 250 airports around the world with their noise abatement processes and community outreach efforts.

FAA Reauthorization

CONGRESS PASSES SIX-MONTH EXTENSION OF FAA REAUTH.

The House and Senate this week passed legislation (H.R. 3614) that extends for six months the authorization for Federal Aviation Administration programs, including the Airport Improvement Program.

The bill (The Airport and Airway Extension Act of 2015) provides \$1.675 billion to fund AIP grants for the first half of fiscal year 2016 (Oct. 1, 2015, to March 31, 2016).

It provides \$4.87 billion to fund FAA operations for the same period.

The legislation, which was introduced by Rep. Shuster (R-PA), gives the chairman of the House Transportation and Infrastructure Committee more time to try to develop a multi-year FAA reauthorization bill that would include Shuster’s long-sought goal of privatizing the FAA air traffic control system.

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San Carlos Airport

COUNTY BOARD FORMS SUBCOMMITTEE TO ADDRESS INCREASED TRAFFIC, NOISE

The San Mateo (CA) County Board recently formed a subcommittee to assess the impact of increased air traffic at San Carlos Airport, a reliever for nearby San Francisco International Airport.

Noise complaints from residents near the airport have increased as a small commuter airline called Surf Air has increased its operations steadily since June 2103.

Surf Air has a unique business model under which it charges its passengers an “all-you-can-fly” monthly fee for service. The airline doubled its membership in the past nine months, currently schedules 115 weekly round-trip flights, and plans to buy more aircraft to keep up with demand.

The airport’s arrival path takes Surf Air’s turbo-prop aircraft over the communities of Palo Alto, Atherton, and North Fair Oaks, where noise complaints have spiked.

Training Courses

HMMH OFFERING TRAINING COURSES ON AIRPORT NOISE CONTROL, AEDT

HMMH announced recently that it is offering an Airport Noise Control Practices Course on Oct. 20-21 in Burlington, MA.

The two-day course provides airport noise staff and other professionals with training on the many facets of aviation noise. Sessions include:

- Introduction to acoustics and noise metrics;
- Noise effects and land use compatibility;
- Federal noise regulations;
- Noise modeling and measurements;
- Noise monitoring systems;
- Sound insulation.

Additional details and registration information can be found at <http://www.hmmh.com/airport-noise-control-practices.html>

HMMH also is offering an Aviation Environmental Design Tool (AEDT) Course on Version 2b of the AEDT Oct. 22 in Burlington, MA.

This course will provide users with an overview of the new model, with a focus on transitioning from legacy tools and computational resources. Additional details and registration information can be found at <http://www.hmmh.com/427.html>

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Airport Noise Report



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Legislation

MENG BILL WOULD REQUIRE EPA TO TAKE THE LEAD IN AIRCRAFT NOISE ABATEMENT

Legislation announced by Rep. Grace Meng (D-NY) on Oct. 2 would require the Environmental Protection Agency to study and report to Congress on how effectively the Federal Aviation Administration is mitigating the impact of aircraft noise on affected communities.

Although the Quiet Communities Act of 2015 (H.R. 3384) was just announced, it was introduced on July 29 and has been referred to the House Transportation and Infrastructure's Subcommittee on Environment and Energy.

The bill currently has 11 co-sponsors (all Democrats), so it is difficult to imagine that it would be passed by a Republican-controlled House and Senate averse to any increases in federal agency funding, especially for EPA. But it is possible that provisions of Meng's legislation could be slipped into the still-developing FAA reauthorization bill during a future House-Senate conference on it. That is how the controversial CatEx2 provision was added to the FAA Modernization and Reform Act of 2012.

(Continued on p. 141)

SoCal Metroplex

ANGRY CROWD IN SAN DIEGO TELLS FAA NOT TO INCREASE POINT LOMA OVERFLIGHTS

An angry standing-room-only crowd of 800-1,000 residents of the coastal Point Loma community of San Diego pummeled Federal Aviation Administration officials on Oct. 6 with criticism of its proposed Southern California Metroplex plan, which will double the number of aircraft overflights of their community.

When the crowd realized that FAA was not recording their concerns at the public meeting, they became even more upset and rowdy. Noting that the format for the meeting had been set by the airport, FAA Western-Pacific Regional Administrator Glenn Martin urged people to submit comments at the FAA's website.

Asked by local reporters after the raucous meeting if he was sorry the FAA did not record people's comments, the FAA official replied, "I don't know that I want to relive this, to be honest with you, but we heard the folks tonight. That is why we were here."

Point Loma is both a community and a peninsula to the west of San Diego International Airport. Aircraft flying to easterly destinations depart to the west over the northern part of the peninsula, then make a wide turn to the south over the Pa-

(Continued on p. 142)

In This Issue...

Legislation ... Rep. Grace Meng (D-NY) introduces a bill that would revive EPA's long-dormant noise office and require it to report to Congress on the effectiveness of FAA's noise measurement methods and airport noise mitigation - p. 140

SoCal Metroplex ... An estimated 800-1,000 angry residents of San Diego's seaside Point Loma neighborhood tell FAA officials not to increase overflights of their community - p. 140

Chicago O'Hare Int'l ... Owners of 55 homes off the end of a runway that opened two years ago sue the City of Chicago seeking fair market value of their homes, relocation expenses.

... Several local elected official boycott opening yesterday of newest O'Hare parallel runway - p. 141

News Briefs ... Ray Magsanoc joins HMMH as Principal Consultant - p. 143

Legislation, from p. 140

There have been several other attempts in the past to re-fund EPA's noise office since it was defunded in 1982 but all have failed.

In announcing her bill, Meng asserted that the FAA "is doing virtually nothing" to mitigate the barrage of increased airplane noise over her constituents in the New York City Borough of Queens.

"The FAA has failed the residents of Queens. It continues to ignore the borough by making no real attempt to decrease the excessive aircraft noise over the area," she said.

"I believe that the Environmental Protection Agency is better suited to handle the problem and this bill is the best way for the agency to take control of it. Noise is an environmental issue and the EPA has handled mitigation efforts in the past. It's time to take noise control away from the FAA, and give the EPA a try."

ONAC Would Get \$21 M Per Year

Meng's bill would refund the EPA's long-dormant Office of Noise Abatement and Control (ONAC) at a level of \$21 million for each of fiscal years 2016-2020.

The bill would require ONAC to conduct a study "to examine the selection of noise measurement methodologies by the FAA, the threshold of noise at which health impacts are felt, and the effectiveness of noise abatement programs at airports around the nation."

EPA would be required to carry out the study through contracts "or other agreements" with independent scientists with expertise in noise measurement, noise effects, and noise abatement techniques.

No later than 24 months after Meng's legislation is enacted, EPA would be required to transmit to Congress a report on the results of the study together with specific recommendations on new measures that can be implemented to mitigate the impact of aircraft noise on communities surrounding airports.

Meng's bill also would amend Section 14(c)(1) of the Noise Control Act of 1972 to provide grants under the Quiet Communities Program for establishing and implementing training programs on the use of noise abatement equipment and for implementing noise abatement plans.

The Congresswoman's bill is cosponsored by Reps. Joe Crowley (D-NY), Steve Israel (D-NY), Kathleen Rice (D-NY), Nita Lowey (D-NY), Katherine Clark (D-MA), Ruben Gallego (D-AZ), Raul Grijalva (D-AZ), Ann Kirkpatrick (D-AZ), Eleanor Holmes Norton (D-DC), Mike Quigley (D-IL) and Rep. Sam Farr (D-CA).

ONAC Responsibilities Defined

The legislation defines the following seven responsibilities for ONAC:

- To promote effective state and local noise control programs by providing assistance and grants;
- To carry out a national noise control research program to

assess the impacts of noise from varied noise sources on mental and physical health;

- To carry out a national noise environmental assessment program to determine the effectiveness of noise abatement actions, especially in areas around major transportation facilities such as highways, railroad facilities, and airports;

- To develop and disseminate information and education materials to the public on the mental and physical effects of noise and the most effective means for noise control;

- To hold national and regional workshops to support state and local noise abatement and control efforts;

- To establish regional technical assistance centers that use the capabilities of university and private organizations to assist state and local noise control programs; and

- To undertake and assessment of the effectiveness of the Noise Control Act of 1972.

The legislation is at <https://www.congress.gov/bill/114th-congress/house-bill/3384>

Litigation

HOMEOWNERS SUE CHICAGO ALLEGING TAKING BY NOISE

The owners of 55 homes located off the end of a new runway that opened two years ago at O'Hare International Airport sued the City of Chicago on Oct. 1 seeking the fair market value of their homes so they can move away from the constant noise impact.

The homes – all located in Bensenville, IL, west of runway 10Center/28Center, which opened in October 2013 – are adjacent to an area where the City of Chicago acquired and demolished hundreds of homes as part of the new runway project.

The complaint, *Jack Riser et al v. City of Chicago*, filed in the Circuit Court of Cook County, IL, does not specify what noise contour the 55 homes are located in, whether they are eligible for sound insulation, or exactly how far they are from the runway end.

ANR is waiting for counsel for the plaintiffs Michael Irving Leonard of the Chicago law firm LeonardMeyer LLP to clarify those matters.

"The City publicly assured the Residents that this new runway would not have a material impact upon their lives, property, or neighborhoods. The City also repeatedly assured the Residents that the volume of air traffic would not be significant, and that it would not be disruptive," the homeowners told the Court, adding, "The City's assurances were and remain untrue."

"The cumulative impact to date that the City's use of the Runway has had upon the Residents is virtually impossible to adequately describe in words. In short, and without exaggerations, it has wreaked havoc upon their daily lives," the complaint states.

"As the aircraft approach the Runway, they often come in

anywhere from below 100 to 200 feet in altitude and generally, if not always, less than 500 feet above the ground. The planes literally roar down the Residents' neighborhood streets and/or directly over their homes. It is a scene that must be observed to be believed," the lawsuit stressed.

The homeowners are asserting claims of inverse condemnation against the City of Chicago based on the City's unconstitutional taking of their private properties for public use without just compensation.

They also assert a claim "for unjust enrichment arising out of the substantial monetary and economic benefits the City derives from its use and taking of the Resident's property, including but not limited to, monies earned from the owners of the aircraft that use the Runway," the complaint states.

The homeowners want the City of Chicago to compensate them for the fair market value of their homes prior to construction of the runway, for relocation expenses, and for other fees and costs. They are seeking a jury trial.

The City of Chicago's Law Department issued the following statement:

"We are sympathetic to the noise complaints raised by the plaintiffs and a comprehensive plan to address airport noise – particularly night-time noise and those most impacted by it – is currently being implemented. However, we do not believe those complaints are properly addressed through litigation. In particular, we do not believe the plaintiff's complaint has merit and we intend to vigorously oppose it."

Officials Boycott Runway Opening

On Oct. 15, a major milestone was reached in the O'Hare Modernization Plan as the new southern-most, fifth east-west parallel runway and a new South Air Traffic Control Tower opened.

Although the \$516 million, 7,500 ft. Runway 10R/28L will be used primarily for arrivals and will handle only 5 percent of daytime flights over the next five years, Chicago and FAA officials say it will substantially improve safety and efficiency at O'Hare.

Hundreds of invited local officials joined Chicago Mayor Rahm Emanuel and FAA officials at a ribbon-cutting ceremony for the new runway.

The Fair Allocation in Runways (FAiR) Coalition said it was pleased that a number of elected officials decided to decline to attend the opening ceremony "and instead stand with residents who have been barraged with constant levels of jet noise and pollution since the October 2013 runway opening and flight pattern changes at O'Hare."

"We are glad and proud that many of our elected partners recognize that until meaningful changes are made to fairly allocate air traffic around the entire airport – north and south, east and west, day and night – a new runway bringing more noise and pollution to new communities and to those already suffering from the 2013 changes is nothing to celebrate," said FAiR Leadership Team member Colleen Mulcrone.

Earlier this week FAiR members and supporters called on

elected officials to boycott the opening of the new runway. "FAiR thanks our elected officials for staying home and continuing to advocate for the people on the ground in their communities," said Linda Waltz, FAiR Leader.

State Senator John Mulroe, State Representative Christine Winger, Schiller Park Mayor Barbara Piltaver, Wood Dale Mayor Nunzio Pulice, Park Ridge acting Mayor Marty Maloney and Alderman Marc Mazzuca, and Bensenville Village Trustee Henry Wesseler all declined the invitation to attend the runway opening.

Illinois State Sen. Mulroe issued the following statement:

"While it is not disputed that O'Hare is a valuable economic engine of the state as well as the country – employing tens of thousands of Illinois residents – the resulting increase of noise due to the OMP and the new runway have and continue to negatively impact the residents of the 10th district.

"While I acknowledge that the City of Chicago and the Federal Aviation Administration have listened to the concerns of O'Hare's neighbors by hosting meetings between residents and aviation officials from the city and federal levels, their response has been insufficient to address the noise issue which has not disappeared.

"I urge the CDA and FAA to re-evaluate this decade old plan to find how O'Hare can continue to thrive while bringing relief to its neighbors.

"This decade old plan anticipated an increase to capacity and an increase in efficiency at the airport. Ultimately, the goal was to have six east-west runways and to eliminate the existing diagonal runways. To date, capacity has not increased and there has been little, if any, increase in efficiency at the airport. Recently, some have questioned the necessity of the sixth runway due to lack of increased capacity.

"Common sense dictates that the decade old plan be re-evaluated because the assumptions that were part of the original plan turned out to be inaccurate. The existing diagonal runways should remain an option for solving the noise problem while the plan is being re-evaluated.

"I am committed to working with officials at any level of government to ensure that the people's voices aren't drowned out by the jet noise. Residents want and deserve relief from the noise, and that's what we should be working towards."

San Diego, from p. 140

cific Ocean, and – guided by the LOWMA waypoint at the southern tip of the peninsula – turn east but do not overfly the southern part of the peninsula.

Under the SoCal Metroplex plan, the LOWMA waypoint would be dropped and aircraft would make a sharp turn on takeoff back over the peninsula to save time and fuel.

But a petition urging FAA not to drop the waypoint and signed by over 3,500 Point Loma residents, stresses that dropping the waypoint "results in a shortcut that will reduce the distance traveled in an eastbound direction by approximately 650 yards (0.12 miles) ... The reality of this is that the dis-

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tance ‘saved’ equates to a rounding error, generates no fuel savings on even the shortest eastbound destinations and without question would have a negative impact on these and other Point Loma properties.”

Letter to Huerta

U.S. Congressman Scott Peters (D-CA) has stepped into the issue. He sent an Oct. 1 letter to FAA Administrator Michael Huerta asking that the agency step up communications with local residents and provide answers to the serious concerns raised by the Point Loma community over proposed flight path changes from the San Diego Airport.

It is unclear whether FAA’s participation in the Oct. 6 public meeting on the Metroplex plan was a result of that letter.

“In my time in Congress, no issue has galvanized the Pt. Loma community and its residents as much as these proposed changes to departure patterns from our airport,” the congressman said.

“These residents deserve serious answers from the FAA. The community’s concern over the potential for increased air traffic over their neighborhoods is one that I echo and I have called on the FAA not to remove its waypoint at the south end of Pt. Loma.”

Peters said that Point Loma residents “were promised that future departure flight paths would not be directed over their homes.”

In Brief...

Magsanoc Joins HMMH as Principal Consultant

HMMH said it was pleased to announce that Ray Magsanoc has joined the firm as a Principal Consultant in the Surface Transportation Group. He will provide business development and project support across the firm for the highway, transit/rail, climate and energy, and aviation markets.

Mr. Magsanoc has over 18 years combined experience in noise and air quality analysis, NEPA document preparation and project management, transportation planning, environmental permitting, and Phase I and II Environmental Site Assessment preparation and reviews for roadway planning, design, and design build projects.

HMMH said that he brings extensive experience working for numerous transportation clients including Departments of Transportation and other agencies in Florida, Georgia, South Carolina, North Carolina, Virginia, Nebraska, Pennsylvania, and Washington, D.C.

AIRPORT NOISE REPORT

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SoCal Metroplex

AIRPORTS, CITIES TELL FAA DRAFT EA DOES NOT MEET REQUIREMENTS OF NEPA

The Draft Environmental Assessment of the Southern California Metroplex project – which includes 109 new satellite-based NextGen procedures – does not provide sufficient data and analysis to determine what the environmental impact of the broad airspace redesign will be, several southern California cities and airports told the FAA.

“The precise projected flight paths to be implemented under the project cannot be deduced from the information provided to define them,” the cities of Inglewood and Culver City, told the agency.

“This approach flies in the face of Congress’ mandate [in the Vision 100 – Century of Aviation Reauthorization Act of 2003] that NextGen ‘take into consideration, to the greatest extent practicable, design of airport approach and departure flight paths to reduce exposure of noise and emissions pollution on affected residents’. The Draft EA, however, ignores this mandate and instead limits its focus on improving the efficiency of the procedures and airspace utilization,” the cities and

(Continued on p. 145)

Boston Logan Int’l

MA SENATE REQUIRES MASSPORT TO INCLUDE TOWN UNDER RNAV FLIGHT PATHS IN ITS RSIP

The Massachusetts Port Authority will be required to spend at least \$2.5 million to include homes in the suburban town of Milton, MA, in the Residential Sound Insulation for Boston Logan International Airport, under a supplement budget amendment passed by the state Senate on Oct. 8.

To the extent that Milton is not currently eligible for soundproofing assistance under federal law, Massport is directed to immediately and vigorously pursue a waiver.

Milton is a residential community of 27,000 people located 12 miles south of the airport and under new RNAV flight paths that the Town has been fighting for several years.

Another amendment to the state supplemental budget passed by the MA Senate requires the state Department of Environmental Protection to study the air, water, soil, and noise pollution in Milton resulting from “overwhelming airplane traffic” directed over the town.

The DEP is required to issue a report detailing the extent of the pollution in Milton and to develop recommendations regarding mitigation by July 1, 2016. DEP

(Continued on p. 146)

In This Issue...

Metroplex ... FAA’s Draft EA on its Southern California Metroplex project does not meet NEPA requirements, several key airports and cities assert; complain they were left out of airspace redesign process - p. 144

Boston Logan ... The Massachusetts Senate requires Massport to add town of Milton, 12 miles from airport and under new RNAV flight paths, to its RSIP; mandates study of air, water, soil and noise pollution from concentrated air traffic - p. 144

NextGen ... D.C. congressional delegate asks House T&I Committee, Aviation Subcommittee to hold hearings on noise impact of FAA’s implementation of NextGen in order to determine what can be done to mitigate it - p. 146

News Briefs ... B&K introduces three new products to help airports improve community engagement, simplify management of flight track deviations - p. 147

Metroplex, from p. 144

others asserted.

“The Draft EA also omits meaningful analysis of air quality, greenhouse gas emissions and cumulative impact, among others,” attorneys for the City of Newport Beach wrote a 26 page analysis of the Draft EA that could easily serve as the template for a lawsuit.

FAA will not release the public comments it received on the Draft SoCal Metroplex EA. It will include the comments, and its response to them, in its Final EA on the massive airspace redesign, which is intended to improve the air traffic flow into and out of southern California by optimizing the air traffic arrival and departure procedures at 21 airports.

However, ANR obtained comments submitted by several key Southern California airports and cities: Los Angeles World Airports, the San Diego Regional Airport Authority, Long Beach Airport, Orange County (proprietor of John Wayne Airport), and the cities of Santa Monica, Newport Beach, Inglewood, and Culver City.

Some asserted that a full Environmental Impact Statement of the SoCal Metroplex project was needed; others sought a supplement to the current Draft EA, but all argued that the document FAA produced does not meet the requirements of the National Environmental Policy Act that the agency take a “hard look” at the impact of the project.

Several of those commenting urged the FAA to commit to a six-month post-implementation evaluation period to determine if there are any “unintended consequences” from the mammoth airspace realignment.

Airports Left Out of Process

As with other Metroplex and airspace projects, Southern California airports and cities were left out of the development process for the SoCal Metroplex project.

“We believe the exclusion of these important stakeholders was inappropriate and their inclusion in future discussions is critical to the long-term success of NextGen and the [SoCal] Metroplex Project,” Todd Spitzer, chairman of the Orange County, CA, Board of Supervisors, told FAA.

“Airports are on the ‘front line’ with the community and we directly and regularly interact with people that are most impacted by FAA projects, such as Metroplex,” wrote Thella Bowens, president and CEO of the San Diego County Regional Airport Authority.

Airports can provide critical information to the FAA that can influence the success of airspace projects, she told the agency.

That critical information is being provided by airports and cities – after the fact – in their comments on the Draft SoCal EA. While seeking information from the FAA to help them determine the noise impact of individual flight path changes on their neighboring communities, airports are also pointing out to the FAA why proposed flight path changes would not be acceptable to communities.

Orange County wanted assurances from the FAA that

stringent noise abatement departure procedures required by a 1985 Settlement Agreement with communities would not be affected by the SoCal Metroplex project.

Similarly, Long Beach Airport sought assurances that the SoCal metroplex does not require changes in noise abatement departure procedures required by its 30-year-old city noise ordinance.

Problems with Additional Data

Airports and cities noted in their comments that they asked FAA for additional data to help them understand how flight paths would be revised under the SoCal Metroplex project.

On Sept. 1, near the end of the first extension of the public comment period, FAA did add Google Earth data to its website to allow people to look up current and projected flight tracks, as well as current and modeled noise levels. FAA also provided visual depictions of noise corridors and more information about all of the proposed procedures, including latitudes and longitudes of all waypoints.

However, the City of Santa Monica told FAA that the additional data are presented at a scale too large to reflect the noise impact of flight path changes at nearby Los Angeles International Airport on Santa Monica. The City accused the FAA of presenting data in a way deliberately intended to hide the impact of the LAX flight path changes on Santa Monica residents.

Los Angeles elected officials put pressure on FAA to provide a second extension of the public comment period. That gave LAWA the time needed for its staff and noise consultants to create a “geodatabase” using the new data FAA added to its website.

The geodatabase compares existing condition noise levels for Los Angeles County and nearby counties with what LAWA understands are the changes in noise levels the FAA estimates would occur in 2020 if the SoCal Metroplex were implemented.

Using the geodatabase, LAWA produced two maps that it says can be easily understood by the public and show the noise changes that would occur with the SoCal Metroplex project. It asked FAA to follow its lead and include similar maps in the Final EA on the SoCal Metroplex.

LAWA said it recognizes that FAA’s analysis in the Draft EA reports no significant or reportable noise level increases from the proposed project but noted that its analysis identified noise level increases as high as 9.0 dB DNL in certain areas that are currently below 45 DNL.

The airport proprietor said it is “keenly aware” that some communities may experience changes in the frequency and location of aircraft overflights when the Metroplex project is implemented and said it believes that “enhanced communication between FAA and potentially affected communities in the SoCal Metroplex area is vital.”

Following is other criticism of FAA’s noise analysis:

- The noise analysis was done in terms of DNL and not Community Noise Equivalent Level (CNEL), which is man-

dated by California law and, unlike DNL, adds weight to evening flights from 7-9:59 p.m.;

- FAA used the Noise Integrated Routing System (NIRS) Version 7.0b instead of the Aviation Environmental Design Tool (AEDT) to analyze noise associated with the proposed action and no action alternatives in the Draft EA. Several parties expressed concerns that the vertical profiles in NIRS are often different from actual vertical profiles, which would affect noise impact;

- It is not possible to tell from the data provided in the Draft EA what level of flight track dispersion and flight track concentration will occur and what the distribution of traffic among the flight tracks will be.

NextGen

NORTON SEEKS HOUSE HEARING ON NOISE IMPACT OF NEXTGEN

Eleanor Holmes Norton, the congressional delegate representing Washington, DC, is seeking a House hearing on the aircraft noise impact caused by the Federal Aviation Administration's implementation of NextGen.

"There are reports from throughout the country of persistent, insufferable nighttime and early morning airplane noise in residential neighborhoods, much of it caused by new flight paths designed to implement NextGen," Norton wrote in an Oct. 15 letter to the chairmen and ranking members of the House T&I Committee and its Aviation Subcommittee.

Norton is a senior member of both the Committee and its Aviation Subcommittee.

"Airplane noise has become a nationwide issue for many members of our Committee and many other members. A congressional hearing at this time would help our Committee discover what FAA is doing to mitigate noise; whether NextGen, commercial airlines, or other factors are responsible for increased airplane noise; and what can be done about it," Norton wrote.

Norton, a founding member of the bipartisan Quiet Skies Caucus, said she has actively pursued remedies for neighborhood airplane noise in the District of Columbia over the years with some success, only to see it return.

In May, Norton held a community meeting on airplane noise with residents in neighborhoods in northwest Washington, DC, and summoned representatives of the Metropolitan Washington Airports Authority and the Federal Aviation Administration to be present as residents expressed great frustration at an increase in air traffic activity during late nighttime and early morning hours.

Norton said much of the airplane noise is being caused by new flight paths designed to implement FAA's NextGen program throughout the nation.

"Our investigation leaves no doubt that airplane noise our residents experience is not unique and has become a national issue," Norton said. "Therefore, a congressional hearing is in

order. With allies among Republican and Democratic colleagues, I hope that we can finally achieve appropriate remedies. We need to focus on what steps have been and can be taken by FAA and the airlines."

Norton's letter was sent to the Chairman House Transportation and Infrastructure Committee Rep. Bill Shuster (R-PA), Ranking Member of the Committee Rep. Peter DeFazio (D-OR), Chairman of the Aviation Subcommittee Rep. Frank LoBiondo (R-NJ), and Ranking Member of the Subcommittee Rep. Rick Larsen (D-WA).

Neither Chairman Shuster or Chairman LoBiondo has shown any interest in airport noise issues. And, despite the well-reported public outrage over NextGen noise problems in Phoenix, Chicago, New York, and Northern California, noise from NextGen flight path changes was not addressed at any of the hearings held thus far on the developing FAA reauthorization legislation. It remains to be seen if the House Quiet Skies caucus has enough leverage to put aircraft noise impact on the agendas of the T&I Committee or its Aviation Subcommittee.

More Neighborhoods Upset in D.C.

In late August, Georgetown University and its student association, along with seven neighborhood associations representing the historic Georgetown area of northwest Washington, DC, filed suit in the U.S. Court of Appeals for the D.C. Circuit challenging FAA's approval of NextGen arrival and departure procedures at Reagan National that shifted flight paths north, away from the Potomac River noise abatement corridor to the north over their community (27 ANR 124).

Recently, nine neighborhood associations in the Foggy Bottom neighborhood of D.C. – near George Washington University and the State Department and closer to the Potomac River – also announced their opposition to the flight path changes.

Boston, from p. 144

is directed to pay special attention to pollution at and around schools and playgrounds.

Both amendments were added to the MA supplemental budget by state Sen. Brian Joyce (D), who represents residents of Milton.

"This is a serious quality of life issue, and it's my hope that we'll be able to provide some relief," Joyce said in announcing the state Senate's action.

"Airplane noise and engine exhaust are seriously impacting residents' health and quality of life. While these amendments will not ultimately solve that problem, they will at the very least help Milton families sleep at night," said Joyce.

"As we fight the federal government for fair distribution of flight paths, these amendments show the Federal Aviation Administration that we are concerned for the health and well-being of our neighbors and our environment."

Joyce said that four flight paths pass over Milton, a town

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of just 13.3 square miles, including two arrivals paths and two departures paths. Year to date, as of September 2014, 33.8% of arrivals and 27.4% of departures were on the runways that fly over Milton. This means that Milton was impacted by air traffic over 60% of the time, he said.

The effects of airplane noise and exhaust have concerned residents, many of whom have reached out to his office, Sen. Joyce said in a statement. "Residents, especially those closest to the flight paths, have stated that they often wipe black grime from airplane exhaust off the windows of their homes and cars. Others have said their children go to school tired, having been unable to fall asleep and then awakened before dawn. Some have even said the noise is so loud that they must frequently pause their conversations."

He noted that a study conducted by scientists at the Keck School of Medicine at the University of Southern California found that activity at Los Angeles International Airport worsened air quality over a far larger area than previously assumed.

"Further, the study found that concentrations of ultrafine particles, residue of airplane exhaust, within twenty square miles of the airport were more than double the concentrations outside that area. Homes in Milton are located between six and twelve miles of Logan Airport. A DEP study will ensure a better understanding of the impacts these particles may have on residents' health as well as air, soil, and water quality."

A joint conference committee will be formed to reconcile differences between the MA House and Senate versions of budget bills. Joyce's amendments must survive the process in order to become law.

In Brief...

Three New B&K Products

B&K announced three new products to help airports improve community engagement and simplify the management of flight track deviations:

- Flight 3D is a WebTrak add-on that displays flight tracks in three dimensions, making it easier for the public to visualize a plane's path relative to their location;
- ANOMS Automated Complaint Line eliminates the need for noise office staff to receive and transcribe noise complaints over the phone, freeing them up to focus on addressing community concerns; and
- ANOMS ATC Voice Recorder continuously records air traffic control transmissions, making them available in ANOMS for operators to listen to. ATC messages allow quick confirmation of when pilots are instructed to follow non-standard procedures, enabling these events to be eliminated from track-keeping statistics.

AIRPORT NOISE REPORT

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Airport Noise Report



A weekly update on litigation, regulations, and technological developments

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Research

5 DB DNL CUT IN ENVIRONMENTAL NOISE WILL REDUCE HEART DISEASE, SAVE BILLIONS

Lowering environmental noise by 5 dB DNL in the United States would reduce hypertension cases by 1.2 million (1.4 percent) and coronary heart disease cases by 279,000 (1.8 percent), researchers at the University of Michigan School of Public Health's Risk Science Center conservatively estimated in a recent study reported in the *American Journal of Preventive Medicine*.

The associated cost savings and productivity gains of a 5 dB DNL noise reduction are estimated to exceed \$3.9 billion annually, "demonstrating that environmental noise has significant economic ramifications," Tracy Swinburn, Monica Hammer, and Richard Neitzel concluded in their study, "Valuing Quiet: An Economic Assessment of U.S. Environmental Noise as a Cardiovascular Health Hazard."

They called their analysis "an important first step in estimating the economic and social costs of environmental noise exposure."

Adding the benefits of reduced cardiovascular disease to cost-benefit analyses

(Continued on p. 149)

Legislation

INDUSTRIAL HYGIENE ASSOC. SUPPORTS HOUSE BILL TO REVIVE EPA'S NOISE OFFICE

Legislation to reestablish the Environmental Protection Agency's Office of Noise Abatement and Control (ONAC) – and have it take the lead in aircraft noise abatement – now has the strong backing of one of the largest international associations serving occupational and environmental safety and health professionals, the 10,000 member American Industrial Hygiene Association.

AIHA's support of the Quiet Communities Act of 2015 (H.R. 3384) makes it more likely that the bill could pass but it would still be an uphill fight in an all-Republican Congress.

"The health and welfare of our citizens necessitates that the Environmental Protection Agency, the federal agency responsible for the protection of human health and the environment, once again assume a lead role in combating noise pollution," AIHA President Daniel Anna told the bill's sponsor Rep. Grace Meng (D-NY) in an Oct. 6 letter.

Anna noted that a 2014 study estimated that over 104 million people in the U.S. had annual noise exposures at a level that increased their risk of noise induced

(Continued on p. 149)

In This Issue...

Research ... University of Michigan study estimates that lowering environmental noise by 5 dB DNL would reduce hypertension by 1.2 million cases and coronary heart disease by 279,000 cases, producing \$3.9 B in annual cost savings, productivity gains - p. 148

Legislation ... The influential American Industrial Hygiene Association throws its weight behind legislation in the House of Representatives that would refund EPA's noise office - p. 148

NextGen ... A total of 500-600 people are estimated to have shown up in seven cities around the country to protest FAA's implementation of NextGen - p. 150

Helicopters ... Citizen coalition files petitions with FAA seeking helicopter minimum altitudes, hover restrictions, mandatory media helicopter pooling, and shoreline route for helicopters operating in Los Angeles County - p. 150

Research, from p. 148

of proposed noise mitigation policies and investments “could appropriately enhance the economic valuation of these strategies, as the scale of the impacts estimated here make modest mitigation seem economically promising,” the researchers contended.

Their analysis, they said, “also demonstrates that environmental noise exposures warrant further research and consideration in context with other environmental health priorities. Environmental noise exposure is a preventable risk factor for cardiovascular disease that is closely tied to community planning and government regulation, rather than personal risk factors, such as smoking, stress, and diet.”

The University of Michigan researchers noted that cardiovascular disease is the top cause of mortality in the U.S. and presents a substantial health-related economic burden.

“The ubiquitous nature of environmental noise in urban and non-urban areas of the U.S. affects an increasing number of Americans, but research on the economic toll resulting from cardiovascular disease has primarily been conducted in Europe,” they explained.

While their study focused on cardiovascular health costs from environmental noise exposure, the researchers said that “evidence is gathering on other non-auditory health impacts of noise, such as annoyance, sleep deprivation, childhood learning disruption, stress, and mental health, and future [economic] estimates can address these impacts.”

Outdated U.S. Estimates

Swinburn and her colleagues called their findings conservative because they are based on outdated 1981 Environmental Protection Agency estimates that 46.2 percent of the U.S. population was exposed to environmental noise levels of 58 dBA DNL or greater and 13.9 percent was exposed to noise levels of 65 dB DNL or greater.

Traffic and aircraft noise were the primary sources of exposure in these EPA estimates.

The researchers made the conservative assumption that the proportion of the U.S. population exposed to high levels of noise in 2013 was the same as EPA estimated in 1981.

Based on that assumption, the University of Michigan researchers calculated that, in 2013, some 145.5 million Americans were exposed to environmental noise levels of 58 dBA DNL or greater and 43.8 million Americans were exposed to noise levels of 65 dB DNL or greater.

“In sum,” they reported, “high levels of environmental noise exposure (largely from transportation) are extremely common – conservatively, nearly half of all Americans are exposed to environmental noise above the outdated but most recent 1974 EPA-recommended level.”

EPA recommended an exposure limit of 55 dB DNL of environmental noise to protect the public from adverse effects on health and welfare in residential areas.

The cost calculations in the study were based on 2010 estimates of the prevalence and cost of coronary heart disease

and hypertension in the U.S. population.

Coronary heart disease affected 15.4 million Americans in 2010 and cost \$96 billion in direct healthcare cost and more than \$81 billion in lost productivity. Hypertension affected almost 78 million Americans in 2010 and cost \$47.5 billion in treatments.

The study can be downloaded at <http://www.ncbi.nlm.nih.gov/pubmed/26024562>

Legislation, from p. 148

hearing loss and other noise-related health effects.

“Mounting evidence connects noise exposure to a variety of health effects including cardiovascular disease, sleep disturbance, stress, general annoyance, and impaired learning and concentration,” Anna told Meng.

“The 1972 Noise Control Act addressed a need for a federal noise emissions standard for products distributed in commerce,” the AIHA president noted. “However,” he continued, “the Office of Noise Abatement and Control has not been funded since 1982, and in the absence of federal standards, manufacturers are burdened with attempting to meet a patchwork of state and local regulations. Your proposed bill to re-establish ONAC with funding makes sense.”

AIHA said that Meng’s bill would provide “important support” for two key objectives of the 1972 Noise Control Act:

- Establishing a means for effective coordination of federal research and activities in noise control; and
- Providing information to the public regarding the noise emission and reduction characteristics of consumer products.

AIHA said it hopes that “when ONAC is reauthorized and funded, that the office also coordinates efforts with the Occupational Safety and Health Administration and the National Institute for Occupational Safety and Health to address noise pollution, including noise exposure and hearing protection issues.”

So, while Meng introduced her legislation to bring ONAC into the aircraft noise issue, AIHA wants to see ONAC revived to address industrial and occupational noise.

The Quiet Communities Act of 2015 is picking up support. It now has 15 co-sponsors, all Democrats representing districts in Arizona, New York, Illinois, Massachusetts, California, and the District of Columbia impacted by aircraft noise. But the legislation still has no support from Republicans.

H.R. 3384 would require EPA to study and report to Congress on how effectively the FAA is mitigating the impact of aircraft noise on affected communities (27 ANR 140).

The legislation would refund ONAC at a level of \$21 million for each of fiscal years 2016-2020 and would amend the Quiet Communities Act of 1972 to provide grants under the Quiet Communities Program for implementing training programs on the use of noise abatement equipment and for implementing noise abatement plans.

*NextGen***‘NO FLY DAY’ PROTESTERS SEEK RELIEF FROM NEXTGEN NOISE**

Residents of Boston, Minneapolis, San Francisco, Phoenix, Los Angeles/Culver City, and San Diego held rallies on Oct. 24 to protest the Federal Aviation Administration’s implementation of NextGen.

The protests were in observance of #NoFlyDay, which organizers described as “a national movement to restore peace and quiet to communities destroyed by the FAA’s NextGen program.”

Protest organizers estimated that approximately 100 people showed up at each of the protest sites.

The protests were held to draw attention to “FAA’s brazen disregard of citizens’ health and welfare” and to urge to Congress to put the NextGen program on hold until major modifications are made.

“The FAA is in the process of building an interstate highway in the sky largely under the radar of the American public,” said Patrick Meyer of #NoFlyDay Co-Sponsor Save Our Skies Santa Cruz.

“Their formula is simple: tell as few people as possible, use vague language, and in some cases disregard community outreach and input all together. This is a gross violation of our right to due process under the law.”

“In 2012, prioritizing the profits of big business airlines, the FAA deceived Congress by telling them NextGen would have ‘no significant noise impacts’ and wrongfully touted increased fuel savings and reduced pollution. In a political coup, they convinced Congress to pass a bill that exempted NextGen from the environmental review process and from public hearings,” the protest organizers asserted in a press release. It continues:

“They’ve used these tactics to mislead communities and exploit disclosure requirements by not implementing new flight paths until after the statute of limitations had expired and the threat of lawsuits had passed.

“The FAA is intentionally using words that mean one thing to the American public that mean something completely different in FAA-speak,” said Kevin Terrell of #NoFlyDay Co-Sponsor MSP Fair Skies.

“To the FAA, ‘no significant impact’ is specifically defined as a community’s noise level has not reached a certain threshold – not that the noise levels haven’t increased significantly.”

“This FAA threshold (65 dB(A) DNL) is in fact an extraordinarily noisy environment usually found in neighborhoods directly surrounding airports.

“Now, in communities as far as 50 miles away from the airport, residents under NextGen flight paths are suffering from relentless overflights every 2-5 minutes that each time generates up to 1,000 times more noise than the ambient level they used to enjoy. The FAA deceptively still categorizes this as ‘no significant impact’. More than a million noise com-

plaints have flooded airports.

“Due to the public backlash, the FAA has shifted their tune on whether NextGen has had a significant impact,” said Meyer. “Now they contend that they are ‘reducing the noise footprint’ of air traffic by consolidating flights onto super-highways. But what they are really doing is creating communities with intolerable noise levels while freeing up future space for more planes, more noise, and more pollution.”

Protesters Demands

#NoFlyDay protesters are demanded that FAA:

- Immediately address noise levels in impacted communities;
- Adopt stricter noise standards and conduct full Environmental Impact Statements; and
- Adopt a timely and transparent community engagement process.

“This is clearly an issue of national importance. We’re not talking about simply shifting noise from one community to another. Fortunately, NextGen technology is capable of achieving the FAA’s more admirable goals of efficiency and carbon reduction without causing so much stress, suffering and sleep loss,” said Terrell.

“Americans should not accept unbearable levels of jet noise as a byproduct of a \$60+ billion dollar taxpayer-funded ‘modernization’ effort.”

FAA provided the following statement:

NextGen is a comprehensive, multi-year program that is modernizing the nation’s air traffic control system to make it even safer, greener and more efficient.

This effort includes new satellite-based arrival and departure procedures that reduce fuel consumption, aircraft emissions and noise over many neighborhoods.

The FAA has complied with federal environmental laws and policies during the development and implementation of these procedures and recently has expanded its community outreach efforts early in the process. The FAA is committed to providing opportunities for the public to comment and to considering those comments.”

*Helicopters***COALITION SEEKS MANDATORY FAA RESTRICTIONS TO CUT NOISE**

On Oct. 20, the Los Angeles Area Helicopter Noise Coalition (LAAHNC) filed four petitions with the Federal Aviation to establish mandatory regulations for helicopter flights in Los Angeles County.

The citizen coalition said its action “follows years of effort in which we represented residents in extensive talks with helicopter operators that failed to result in any agreement on voluntary flight practices to reduce noise.”

The petitions ask the FAA to impose:

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- Helicopter Minimum Altitudes – that would require non-emergency helicopters to fly at least 2,000 feet above ground level, with some exceptions;
- Helicopter Hover/Orbit Restrictions – that would require media and tour helicopters to hover/orbit in any one location for no longer than five minutes in any one-hour period, with some exceptions;
- Mandatory Media Helicopter Pooling – that would require media helicopters to plan for pooling coverage during planned and unplanned incidents; and
- Shore Line Route – that would require helicopters flying along the coastline to fly at least one-half mile offshore to reduce noise onshore.

Legislation Requires ‘Significant Progress’

In January 2014, federal legislation was enacted that directed the FAA to continue to collaborate with the community and helicopter operators but also to evaluate and adjust existing helicopter routes above Los Angeles, to analyze whether helicopters could safely fly at higher altitudes in certain areas, and to develop and promote best practices for helicopter hovering and electronic news gathering.

If FAA did not make “significant progress” on these goals by the end of 2014, the legislation directed FAA to begin “a regulatory process related to the impact of helicopter use on the quality of life and safety of the people of Los Angeles.”

Rep. Adam Schiff (D-CA), one of the authors of the legislation, urged the FAA to redouble its efforts. “In the absence of sufficient progress through voluntary measures, Congress has made it clear that regulation will be necessary,” he said.

LAAHNC Board Member Richard Root said his coalition members have participated in 57 collaborative meetings over the past few years and proposed more than 30 voluntary practices to reduce noise. “We are well past the congressional deadline for progress and, unfortunately, we have still not reached any significant agreements.”

Added LAAHNC President Bob Anderson, “The problem of helicopter noise in Los Angeles has festered for too many years. At this point, although we are certainly willing to continue the talks on voluntary measures, we can no longer continue to rely on that approach alone. We hope the FAA will seriously consider our requests, evaluate them for safety and noise reductions, and establish regulations needed to adequately address this continuing problem.”

“Despite the fact that most residents are unaware it exists and most helicopters don’t show up on its flight tracking system, the initial launch of the FAA’s new Heli-Noise-LA complaint system still logged a complaint on average every seven minutes, with more than 34,000 complaints in the past six months,” said LAAHNC Board Member Wayne Williams.

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Legislation

BILL WOULD COMPEL FAA TO RECONSIDER NEXT-GEN ROUTES WITH HIGH NOISE IMPACT

Rep. Ruben Gallego (D-AZ) and 14 cosponsors introduced legislation in the U.S. House of Representatives Nov. 5 to give local communities a say in the Federal Aviation Administration's decision-making process regarding NextGen flight paths.

The FAA Community Accountability Act of 2015 would establish a new process to compel the FAA to reconsider existing NextGen flight routes that are exposing residents to unacceptably high levels of aviation noise.

The legislation also would end the presumption under current law that flight paths implemented through the NextGen program may not follow pre-existing routes, even when these paths better reflect land use around the airport.

The bill would designate Community Ombudsmen to serve as effective, independent voices for airport communities within the agency and would prevent the FAA from bypassing the environmental review process for new flight paths over the objections of local communities.

(Continued on p. 153)

NextGen

N.O.I.S.E. ESTABLISHES WORKING GROUP TO HELP COMMUNITY LEADERS ADDRESS PBN

The National Organization to Insure a Sound-Controlled Environment (N.O.I.S.E.) has established a Performance-based Navigation (PBN) Working Group to provide community leaders with a forum and ongoing resources to address the implications of PBN implementation at their airports.

The working group was announced during the N.O.I.S.E. annual Policy Summit/Community Involvement Workshop held Nov. 4 in Nashville in conjunction with the National League of Cities Conference.

The Working Group will be chaired by College Park, GA, Councilman and active N.O.I.S.E. member Ambrose Clay who has a background in technology and who is sought out by community leaders from across the U.S. for counsel on PBN implementation issues.

Said Councilman Clay, "If we are to be effective in managing aircraft noise impacts on our communities, we need to acquire a common understanding of the technology and government rationale that are shaping the evolution of the national airspace, so that we can formulate strategies for working with airports and the FAA

(Continued on p. 154)

In This Issue...

Legislation ... House bill would give communities a say in FAA's decision-making on NextGen flight paths, compel FAA to reconsider flight paths with high noise impact - p. 152

PBN ... N.O.I.S.E. establishes a PBN Working Group to help community leaders address implications of PBN procedures - p. 152

ACRP ... TRB seeks contractors able to quickly form multi-disciplinary teams to hold new "Insight Events" that will illuminate aviation issues that need attention; forum on challenges to implementing successful land use strategies at airports will be one of first events - p. 153

News Briefs ... Trend in quieter aircraft arrivals at Heathrow Airport continues as airport officials work to increase use of CDAs; Greg Bracci is appointed Director of B&K's Environmental Management Solutions Americas division - p. 155

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Cosponsors include representatives of congressional districts with high levels of community complaints about the noise impact of NextGen airspace changes: Reps. David Schweikert (R-AZ), Mike Quigley (D-IL), Steve Israel (D-NY), Ann Kirkpatrick (D-AZ), Anna Eshoo (D-CA), Katherine Clark (D-MA), Stephen F. Lynch (D-MA), Eleanor Holmes Norton (D-DC), Joseph Crowley (D-NY), Gregory Meeks (D-NY), Grace Meng (D-NY), Kathleen Rice (D-NY), Alan Grayson (D-FL), and Don Beyer (D-VA).

“Last September, the FAA altered flight paths for aircrafts departing from Phoenix’s Sky Harbor International Airport. The changes were made without meaningful input or consultation with community members or civic leaders and have caused severe noise disruptions that have lowered the quality of life for many members of my community,” said Rep. Gallego.

“My bill would help address this problem in Phoenix and make sure that other communities across the country don’t suffer the same consequences of the FAA’s opaque decision-making process.”

Provisions of Bill

The FAA Community Accountability Act of 2015, which has not yet been assigned a number, states that:

- Notwithstanding any other provision of law, in considering new or revised flight paths or procedures as part of the implementation of the Next Generation Air Transportation System, the Administrator of the Federal Aviation Administration:

- (1) shall take actions to limit negative impacts on the human environment in the vicinity of an affected airport; and

- (2) may give preference to overlays of existing flight paths or procedures to ensure compatibility with land use in the vicinity of an affected airport.

- Requires the FAA Administrator to appoint within 180 days of enactment of the legislation an FAA Community Ombudsman for each region of the FAA who shall:

- (1) act as a liaison between affected communities and the FAA Administrator with respect to problems related to the impact of commercial aviation on the human environment, including concerns regarding aircraft noise, pollution, and safety;

- (2) monitor the impact of the implementation of the Next Generation Air Transportation System on communities in the vicinity of affected airports;

- (3) make recommendations to the FAA Administrator to address concerns raised by communities and to improve the use of community comments in Administration decision-making processes; and

- (4) report to Congress periodically on issues related to the impact of commercial aviation on the human environment and on Administration responsiveness to concerns raised by affected communities.

- Stipulates that the FAA Administrator may not treat the

establishment or revision of a flight path or procedure as covered by a categorical exclusion (as defined in section 1508.4 of title 40, Code of Federal Regulations) if an FAA Community Ombudsman or the operator of an airport affected by such establishment or revision submits written notification to the Administrator that:

- (1) extraordinary circumstances exist; or

- (2) the establishment or revision will have a significant adverse impact on the human environment in the vicinity of such airport.

- Stipulates that, at least 30 days before treating the establishment or revision of a flight path or procedure as covered by a categorical exclusion, the Administrator shall provide notice and an opportunity for comment to persons affected by such establishment or revision, including the operator of any affected airport.

- Requires the FAA Administrator to reconsider a flight path or procedures established or revised after Feb. 14, 2012, as part of the implementation of the NextGen Air Transportation System if an FAA Community Ombudsman or the operator of an airport affected by such establishment or revision submits written notification to the Administrator that the establishment or revision is resulting in a significant adverse impact on the human environment in the vicinity of such airport and to:

- (1) provide notice of the reconsideration and an opportunity for public comment;

- (2) assess the impacts on the human environment of such flight path or procedure; and

- (3) not later than 180 days after the date on which the relevant notification was received, submit to Congress and make available to the public a report that addresses comments received, describes the results of the assessment carried out, and describes any change to be made to such flight path or procedure or the justification for not making any change.

ACRP

TRB SEEKS 2-4 CONTRACTORS TO HOLD NEW ‘INSIGHT EVENTS’

The Transportation Research Board (TRB) issued a request for proposals on Nov. 4 seeking two to four task-order contractors that can quickly assemble multidisciplinary teams to prepare, plan, and hold new “Insight Events” over the next five years to illuminate aviation issues that need attention.

The Airport Cooperative Research Program (ACRP) provides practical solutions to challenges faced by airport industry practitioners.

However, TRB said, “Not all challenges lend themselves to applied research or to published solutions due to their dynamic or unsettled nature, lack of maturity, or because the state of knowledge or practice is still evolving. Nonetheless, the airport industry would benefit from a deeper understanding and dialog on many of these challenges even if an imme-

diate solution is not practical.”

So, in 2015, ACRP Project 11-08 established Insight Events as a way to bring together airport-industry leaders and subject-matter experts in various fields to encourage discussion and deeper insight on a broad range of topics of significance to airport operators.

The ACRP Oversight Committee (AOC) will decide if a particular topic warrants an ACRP Insight Event in order to provide needed insight on airport-industry topics of significance. Expectations are that each event will take place within 12 months of AOC funding authorization.

Because ACRP is part of TRB’s cooperative research programs and does not adhere to the requirements of the Federal Advisory Committee Act as amended in 1997, ACRP research cannot produce policy recommendations, or advice to federal agencies or to Congress.

Because of this, an ACRP Insight Event may result in webinar-style video recordings, web content, podcasts, infographics, or meeting notes.

Other products, such as event summaries, a forum or workshop in brief, or proceedings, are possible through an Academies report review and then published by the National Academies. However, TRB said, guidelines for such products are strict and rigid.

Although ACRP Insight Events do not produce solutions themselves, they illuminate issues that need attention and may result in one or more ACRP problem statements, which could lead to funding an ACRP applied research project, legal study, or synthesis of practice.

Through this RFP process, TRB will select and prequalify a small number of service providers who can respond quickly and competitively, with requisite capabilities, to task-orders for specific event-projects in fiscal years 2016 through 2020.

FY 2016 Insight Events Selected

The ACRP Oversight Committee has already selected the following three Insight Events for FY 2016. Each event will have a budget of \$100,000:

- A Forum on Challenges to Implementing Successful Land Use Strategies at Airports;
- A Forum on Economic and Social Sustainability at Airports, and
- A forum on Airport Roles in Reducing Communicable Diseases Transmission.

The Successful Land Use Forum is being held to discuss the key challenges to airports associated with influencing land uses around their facilities.

TRB said that presenters may include airports, regions, and states that have successfully implemented effective land use controls around airports or other facilities that are incompatible with a range of land uses.

Topics could include strategies for improving the ability of airports to control or influence land uses in their vicinity and guidance for airports and communities in successfully collaborating with developers and similar entities.

“Successful land use strategies generally consist of en-

couraging compatible land uses around airports. Land use planning and controls surrounding airports are often the responsibility of the local governments, with the surrounding jurisdictions in many cases having no ties to the airport facilities,” TRB explained.

“Even in instances where the airport and local land uses are controlled by the same governmental entity, the airport may have little influence and the government little ability to adequately control land uses near the airport. The pressure to develop near airports can be significant and planning and land use considerations are often decided without considering the airport’s future development needs and ongoing operational requirements.

“As airports and the FAA continue to refine airfield layouts and approach and departure procedures, respectively, the determination of what is compatible both today and in the future continues to be challenging. Given the magnitude and variety of the challenges to controlling land uses around airports, research is needed to provide airports, communities, and developers with information and tools to protect and improve land uses around airports.”

Contractors responding to the TRB’s RFP should include their proposals for the three FY 2016 forums.

The RFP closing date is Dec. 23. The RFP can be downloaded at <http://apps.trb.org/cmsfeed/TRBNetProjectDisplay.asp?ProjectID=4026>

N.O.I.S.E., from p. 152

to locate aircraft flight paths appropriately.”

The PBN Working Group will hold quarterly webinars that will feature presentations by community leaders, industry stakeholders, and N.O.I.S.E. staff to keep members updated and provide access to the latest information and developments at the FAA and in Congress related to PBN.

In addition, N.O.I.S.E. staff will provide on-going access to reference and support for members and interested communities.

N.O.I.S.E. President and Aurora, CO, City Council Member Brad Pierce indicated that the organization’s announcement was in response to a need for resources and conversation from a community perspective around the issue of PBN implementation.

“It is clear that communities are facing growing challenges with the implementation of PBN and our staff and key members have experience in these areas,” said Pierce. “We want to be sure to be a resource to communities and to help facilitate a space to share experiences and best practices as they relate to airport and FAA engagement.”

N.O.I.S.E. is an affiliate of the NLC and has served for over four decades as America’s only nationwide, community-based association committed to reducing the impact of excessive aviation noise on local communities.

Composed of local elected officials representing thousands of citizens across the United States, N.O.I.S.E. serves

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to help communities join together and inject the concerns of their constituents into the national debate on aviation noise mitigation.

In Brief...

Quieter Arrivals at Heathrow

The trend of quieter aircraft arrivals continues at London Heathrow Airport, according to the results of the latest 'Fly Quiet League', which tracked the noise performance of aircraft from April to June 2015.

The Fly Quiet League table compares each of the top 50 airlines (according to the number of annual flights through Heathrow) across six different noise metrics.

Heathrow said it is a pioneer in the use of the Continuous Descent Approach, with over 85% of arriving aircraft adhering to this quieter flight procedure as they arrive into the airport. Heathrow's technical teams have been working with airlines to improve their use of CDAs.

Heathrow's CEO John Holland-Kaye took this a step further when he wrote to airlines' executives last year asking for them to improve on their scores. This has led to marked improvements.

Said Matt Gorman, Heathrow's Sustainability and Environment Director, "We are pleased to see the great leaps forward made by some airlines in their use of continuous descent approaches into the airport, while innovative noise-reduction tools like steeper approaches are being explored and employed by all our airlines."

B&K Appointment

Brüel & Kjær EMS (Environmental Management Solutions) announced Oct. 26 that Greg Bracci has been appointed Director – Americas. Based in Sacramento, he will lead the EMS business unit throughout North and South America.

Over the past five years, Mr. Bracci – who hold a bachelor's degree in electrical engineering from Purdue University – successfully grew Brüel & Kjær's urban and industrial noise practice in the Americas. He also managed teams within B&K in Texas, New England, and the Mid-Atlantic states.

"Greg's outstanding leadership and in-depth understanding of noise technology and community noise issues will be an asset to our clients. With over 15 years' experience with Brüel & Kjær, and a track record of organizational leadership, Greg is the perfect candidate to lead the EMS Americas team," said B&K EMS Vice President Robert Brodecky.

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Airport Noise Report



A weekly update on litigation, regulations, and technological developments

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Legislation

SENATE PASSES AMENDMENT GIVING AIRPORTS, COMMUNITIES INPUT ON PBN

On Nov. 18, the U.S. Senate unanimously agreed to an amendment filed by U.S. Sens. John McCain (R-AZ) and Jeff Flake (R-AZ) to the Transportation, Housing and Urban Development (THUD) Appropriations Bill that would address community concerns about recent flight path changes at Phoenix Sky Harbor International Airport and airports across the country.

The senators said their amendment would ensure that communities and airports have the opportunity to fully engage with the Federal Aviation Administration before future flight path changes are made.

In addition, for communities that have been negatively impacted by recent flight path changes that have already been implemented, the amendment would create a process to review those changes and require the FAA to consult with airports to determine steps to mitigate the negative effects.

“Our amendment creates a long-awaited opportunity for residents around Phoenix Sky Harbor International Airport negatively impacted by flight noise to

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N. CA Metroplex Plan

FAA TO ASSESS FEASIBILITY OF COMMUNITY IDEAS FOR REDUCING FLIGHT PATH NOISE

Under strong political pressure, the Federal Aviation Administration has agreed to explore the feasibility of implementing ideas proposed by the public and the San Francisco International Airport Community Roundtable for reducing the noise impact of new NextGen arrival and departure paths for San Francisco International Airport.

The new flight paths were implemented last year under FAA’s Northern California Metroplex plan and have sparked unprecedented levels of noise complaints from thousands of people in communities in four counties west and south of SFO.

On Nov. 16, Northern California congressional representatives Anna Eshoo (D), Sam Farr (D), and Jackie Speier (D) announced that FAA had submitted to them a three-step plan to review flight paths and PBN procedures entitled “FAA Initiative to Address Noise Concerns of Santa Cruz/Santa Clara/San Mateo/San Francisco Counties.”

The Initiative can be downloaded at <http://eshoo.house.gov/wp-content/uploads/2015/11/11.16.15-FAA-Initiative-to-Address-Noise-Concerns.pdf>

FAA’s Initiative “is a compilation of the ideas that were offered by the public

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Boston Logan Int’l ... FAA representative will attend a Dec. 3 public forum hosted by the Town of Milton, which sits under new PBN flight paths - p. 158

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have their voices heard by the FAA,” said Senators McCain and Flake.

“It establishes a process to have recent flight path changes reviewed by the FAA in an effort to identify ways to mitigate noise impacts on the community. It also ensures that airports and local communities will be involved in future flight path decisions. There’s no doubt that implementing new flight path changes as part of FAA’s NextGen program is important for enhancing passenger safety and increasing travel efficiency, but these changes shouldn’t be made without fully engaging the communities that will ultimately be affected.”

Amendment Language

McCain and Flake’s amendment would amend Section 213(c) of the FAA Modernization and Reform Act of 2012, which established the controversial CatEx 1 and CatEx 2 categorical exclusions for PBN procedures that communities staunchly oppose.

The amendment stipulates that “Not less than 90 days before applying a categorical exclusion under this subsection to a new procedure at an OEP airport [the busiest 35 airports in the U.S.], the Administrator shall:

- notify and consult with the operator of the airport at which the procedure would be implemented, and
- consider consultations or other engagement with the community in which the airport is located to inform the public of the procedure.”

The amendment also would require the FAA Administrator to review prior decisions to grant categorical exclusions to PBN procedures at OEP airports “to determine if the implementation of the procedure had a significant effect on the human environment in the community in which the airport is located, if the operator of that airport requests such a review and demonstrates that there is good cause to believe that the implementation of the procedure had such an effect.”

“Human environment” is defined in Section 1508.14 of Title 40, Code of Federal Regulations, which states:

Human environment shall be interpreted comprehensively to include the natural and physical environment and the relationship of people with that environment. (See the definition of “effects” (§1508.8).) This means that economic or social effects are not intended by themselves to require preparation of an environmental impact statement. When an environmental impact statement is prepared and economic or social and natural or physical environmental effects are interrelated, then the environmental impact statement will discuss all of these effects on the human environment.

McCain said the Senate is expected to vote on final passage of the THUD appropriations bill this week.

The House passed its version of the THUD appropriations bill in June. It included several noise-related provisions, including an amendment by Rep. Ruben Gallego (D-AZ) that bars FAA from receiving funding to redesign the Phoenix Metroplex airspace (27 ANR 86).

ACRP

UPDATE ON COMPLETION DATES FOR NINE ACRP NOISE PROJECTS

Following is an update on the completion dates for the nine noise projects currently being conducted under the Transportation Research Board’s Airport Cooperative Research Program.

Reports on these projects are expected to be issued two to three months after their completion dates.

For further details on the projects, go to <http://www.trb.org/ACRP/FindaProject.aspx> and search by project number.

Projects Completed But Not Yet Published

- ACRP 02-44: Helicopter Noise Modeling Guidance – Anticipated publication date is January 2016; TRB is only publishing a Research Results Digest for this project.
- ACRP 02-51: Evaluating Methods for Determining Interior Noise Levels Used in Airport Sound Insulation Programs – Research is completed and project report is moving toward the editing/publication stage; TRB cannot be more specific than estimating a first quarter of 2016 publication date.

Still Active Noise Projects

- ACRP 02-47: Assessing Aircraft Noise Conditions Affecting Student Achievement: Case Studies – Because the research team has not yet received permission to conduct surveys in classrooms, the completion date will be moved to near the end of 2016.
- ACRP 02-48: Assessing Community Annoyance of Helicopter Noise – There is a delay in conducting the third and final annoyance survey of this project. The survey will not be conducted until spring of 2016. So, the research will not be completed until the end of next summer suggesting that the report will be published by the end of 2016.
- ACRP 02-52: Improving AEDT Noise Modeling of Hard, Soft, and Mixed Ground Surfaces – Completion date is Oct. 31, 2016, with publication two to three months later.
- ACRP 02-55: Enhanced AEDT Modeling of Aircraft Arrival and Departure Profiles – Completion date of Dec. 8, 2015, with publication two to three months later.
- ACRP 02-66: Commercial Space Operations Noise and Sonic Boom Modeling and Analysis – Completion date of May 29, 2017, with publication two to three months later.
- ACRP 03-31: Aligning Community Expectations with Airport Roles – Completion date of April 14, 2016, with publication two to three months later.

- ACRP 03-38: Understanding FAA Grant Assurance Obligations – Completion date of July 27, 2016, with publication two to three months later.

Conferences

LINDBERGH'S GRANDSON TO GIVE UC DAVIS SYMPOSIUM KEYNOTE

Aviator and artist Erik Lindbergh – the grandson of aviation pioneer Charles Lindbergh – will give the keynote address at the upcoming UC Davis Aviation Noise & Air Quality Symposium to be held Feb. 28 - March 2, 2016, in Palm Springs, CA.

As CEO of Powering Imagination, Erik Lindbergh promotes sustainable aviation and the development of cleaner, quieter electric aircraft.

The conference theme – Charting New Headings to Quieter and Cleaner Flight Paths – sets stage for three days of conference sessions on the following timely topics:

- Key lessons learned by the City of Phoenix in addressing new noise impact and community outrage following NextGen implementation at Sky Harbor Int'l;
- Best practices for effective community involvement in a highly charged environment; communicating effectively across disparate groups;
- How to improve community involvement in planning for air traffic changes: examples of successful efforts and solicitation of input from the audience;
- Communication is key: what data should airport environmental offices share with communities and other stakeholders and what medium should they use to communicate that data;
- Quantifying the environmental benefits of PBN procedures: results of groundbreaking project at Portland International with Boeing and Alaska Airlines;
- Key roles and new methods for navigating airspace changes; understanding the airport's role in PBN; how are environmental factors considered in the airspace planning process;
- Tech updates on NASA's Environmentally Responsible Aviation (ERA) and ecoDemonstrator projects; how will new ISO-1996-1 standard on measurement and assessment of environmental noise affect FAA noise policy;
- What's coming down the flight path: ATC reform and environmental policy in FAA reauthorization bill; new predictions for growth in air travel; how the new AEDT version 2B will be used in NEPA analysis and airport master planning;
- Lessons from afar: Community efforts in France; aircraft noise respite in the UK; NAV Canada's new protocol on community consultation on flight path changes;
- Legislative updates: how will aircraft noise be considered in the FAA reauthorization bill;
- Air quality: understanding air quality and health studies

related to airports; emissions planning in Canada.

Dec. 16 is the deadline for Early Bird Registration. Registration information is on the conference website at <http://sites.google.com/site/2016ucdaviationsymposium/>

NextGen

FAA REP TO ATTEND MILTON FORUM ON FLIGHT PATH NOISE

On Dec. 3, Congressman Stephen Lynch (D-MA) will host a public forum in Milton, MA, to address growing aircraft noise complaints by residents of the town, which is located under new NextGen flight paths for Boston Logan International Airport.

“Much of the increase in noise coincides with the adoption of the NextGen, GPS-based navigation system,” Rep. Lynch explained in a Nov. 12 announcement.

Since 2014, Congressman Lynch has called on the Federal Aviation Administration to meet directly with concerned residents. While the FAA has been open to meeting with elected officials, requests for constituent meetings have been denied in the past.

Following a meeting with FAA Administrator Michael Huerta and State Representative Walter F. Timilty (D-MA) in Washington, DC, in late September, Congressman Lynch was able to secure an agreement that the FAA would participate in a community forum in Milton.

“The upcoming face-to-face meeting in Milton with FAA officials will allow people who are being impacted to have the opportunity to be heard. Local communities deserve to have more say in the FAA decision-making process. I am hopeful that through this forum we can increase community engagement and find a way to ease the disproportionate burden of airplane noise on residents of impacted communities,” said Congressman Lynch.

The Dec. 3 forum will be open to residents of all communities affected by the increase in airplane noise. In addition to a presentation from the FAA, the FAA representatives will hear directly from concerned residents during the question and answer portion of the program.

Invited guests include representatives of the FAA, Massport, and the Logan Airport Community Advisory Committee, U.S. Reps. Michael Capuano (D-MA) and Katherine Clark (D-MA), State Sen. Brian Joyce, State Rep. Walter Timilty, and Milton Town Administrator Annemarie Fagan.

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regarding SFO at the FAA's recent meetings in our three congressional districts, as well as requests made by the SFO Airport Community Roundtable. Some of these ideas may be deemed workable by the FAA and some may not,” explained Rep. Speier.

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“However,” she added, “having previously been resistant to taking community suggestions, the FAA, for the first time in many years, has committed to studying ideas submitted by the affected communities. I am gratified that the FAA is rolling up its sleeves to come up with solutions. The health of those who live under constant bombardment of airplane noise is being seriously compromised and the FAA has a responsibility to take action to address it.”

Said Rep. Eshoo, “I welcome this important first step the FAA has developed. The FAA leadership will follow up with community meetings, coordinated through our offices, to explain in detail the FAA’s plan to address the noise problems being experienced in our region.”

Added Rep. Farr, “This plan of action is evidence the FAA is willing to consider the changes proposed by the community. For months, the commercial aircraft noise in Santa Cruz and the surrounding area has been terrible. From the beginning, I have told the FAA that they created this mess so it is up to them to fix it.”

Three-Phase Initiative

FAA’s flight path review initiative includes three phases. Under the first phase, the agency will conduct a detailed analysis and preliminary feasibility study focusing on flight procedure criteria and “overall fly-ability” of the new PBN procedures.

FAA will coordinate with local stakeholders in considering modifications to these PBN procedures, including speed/altitude adjustments and airspace changes and relocation of existing waypoints. The agency also will consider the impact of any airspace changes on operations at airports near SFO.

Under the second phase of its Initiative, FAA will consider amendments and/or new procedures that are determined to be “initially feasible, flyable, and operationally acceptable from a safety point of view,” FAA explained.

As part of this effort, FAA said it “will conduct the formal environmental and safety reviews, coordinate and seek feedback from existing and/or new community roundtables, members of affected industry, and the National Air Traffic Controllers Association (NATCA) before moving forward with the formal amendment process.”

During phase three, the agency said it “will implement procedures, conduct any required airspace changes and additional negotiated actions, as needed.”

The FAA said it will follow the standards and procedures set forth in its updated environmental order (FAA Order 1050.1F; effective on July 16, 2015) before implementing any airspace changes.

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Discussion of Meeting Schedule for 2016

1. Continue every other month, except August
 - February 2nd
 - April 5th
 - June 7th
 - October 4th
 - December 6th

2. Reduce to quarterly (i.e., every three months)
 - March 1st
 - June 7th
 - September 6th
 - November 1st