



**FAR Part 150 Study Advisory Committee
July 14, 2003
Meeting Summary**

Members Present

Tony Adyniec
Al Piojda
Roseann Dieck
Raymond Glowacki
Edward Richardson
Elizabeth Kopplin
Ralph Voltner
Pat Stoner
Barry Bateman
Dennis Bidlencik
Thomas Irwin
John Espie
Peter Beitzel
Don Webb
Pat Rowe
Ken Seymour
Mark Hyde
Bob Hutson
David Jolicoeur
(Representing Ken Yunker)

14th Supervisory District
19th Supervisory District
23rd Supervisory District
Mayor – City of Cudahy
City of Milwaukee
City of Oak Creek Alderwoman
City of St. Francis Administrator
City of South Milwaukee Alderman
GMIA - Airport Director
Northwest Airlines
Midwest Airlines
Wisconsin Dept. of Transportation
Metro. Milw. Assoc. of Commerce
440th Airlift Wing
GMIA – Public Relations
GMIA – Noise Abatement
FAA – MKE ATCT
FAA – MKE ATCT
Southeast Wis. Regional Planning
Commission

Absent:

Elizabeth Mann
Thomas Prince
Martin Martinetti
Douglas Drescher
Sandy DePotty
Steven Ford
Michael Helgeson

18th Supervisory District
11th Supervisory District
17th Supervisory District
Signature Flight Support
FAA, MSP-ADO
128th Air Refueling Wing
24th Supervisory District

Consultant Team Present:

Bob Barnard
Ryk Dunkelberg
Brad Rolf
Paul Dunholter
Helen Dixon

Barnard Dunkelberg & Co.
Barnard Dunkelberg & Co.
Barnard Dunkelberg & Co.
BridgeNet International
Dixon & Company

Others Present:

LeAnn Launstein
Tony Chosa

Interested Citizen
440th Airlift Wing

Ken Seymour opened the first meeting of the General Mitchell International Airport (GMIA) Part 150 Study Advisory Committee (SAC) at 10:15 am with the introduction of Airport Director Barry Bateman. Mr. Bateman welcomed members of the SAC and thanked them for their participation in the study. Mr. Bateman stated that the Part 150 was named for federal regulations adopted by the FAA twenty-five years ago to address noise around airports created by aircraft. He provided a brief history of noise studies done at General Mitchell International Airport (GMIA) in the past. In the early 1980's, an Airport Noise Control and Land Use Compatibility study was completed. In 1993, a more inclusive Part 150 study was done which was the first significant study to address noise issues. Most of the recommendations from the 1993 study have been implemented over the past ten years. The most significant recommendations have been the use of data generated from more sophisticated noise measurement monitoring systems, the acquisition of land around the airport and the implementation and on-going sound insulation of homes within the established noise contour.

Mr. Bateman asked members of the SAC to introduce themselves. He then introduced Ryk Dunkelberg of Barnard Dunkelberg, the prime consultant hired by Milwaukee County to complete the Part 150 Study.

Mr. Dunkelberg began his presentation with introductions of the consultant team and their various areas of expertise. He stated that the SAC will meet approximately 10 times throughout the study depending on the progress and findings of the study as we proceed. Mr. Dunkelberg outlined his presentation agenda as follows:

- *Explanation of FAR Part 150 Study* – What a Part 150 can accomplish and what it cannot; what a Part 150 is and what it is not.
- *Role of the Advisory Committee* – Expectations of both the committee members and the consultant.
- *Summary of Working Paper One* – A background of the airport and the community.
- *Noise Monitoring Process* – Paul Dunholter will talk about the noise monitoring process.
- *Question/Comments*

He explained that Milwaukee County has the ultimate responsibility as the sponsor, owner and operator of the airport to determine the recommendations contained in the study and the ultimate approval and implementation of the Part 150 study. The responsibility of the SAC is to look at various alternatives and from those alternatives develop recommendations to Milwaukee County for their approval.

Mr. Dunkelberg stressed the importance of the Federal Aviation Administrations (FAA) role in the Part 150 process. Both the planning division of the FAA and the air traffic division of the FAA are involved in the Part 150 regulatory process. Others involved the review of noise abatement and noise mitigation issues include aircraft operators, airlines, airport tenants, residents and businesses, surrounding jurisdictions, airport users, the Military, the State of Wisconsin and other interested parties.

Mr. Dunkelberg explained that the purpose of the Part 150 Study was to identify and evaluate two components: aircraft noise and land use, both existing and future. The study will also evaluate various alternatives to reduce the number of people affected by noise and to make recommendations as to viable noise abatement/mitigation measures to reduce the number of people affected by noise. The Part 150 Study has a five - year horizon and is divided into two distinct parts: Noise Exposure Maps (NEM's) and a Noise Compatibility Program (NCP). The NEM's reflect; 1) the existing noise surrounding the airport that affects the communities and 2) future noise exposure that reflects the short term planning horizon but also reflects any recommendations that are contained in the NCP. Noise exposure maps are *accepted, not approved*, by the FAA. The NCP is the set of recommendations that go forward to the FAA. The Noise Compatibility Program or recommendations contained within it are either *approved or disapproved* by the FAA. Those recommendations approved are then eligible for funding by the FAA.

Elizabeth Kopplin asked if new areas developed around the airport will be included in the study. Mr. Dunkelberg stated that new areas would be included in the study unless those areas were vacant land.

Al Pijda asked if the FAA could change a plan once it had been approved for funding. Mr. Dunkelberg answered, generally no. He qualified the answer by saying it could possibly be changed if the FAA had no money or if a federal statute pre-empts it. Mr. Dunkelberg stated that as long as the map that the program is based on doesn't change the program will not be changed. However, if the map changes and affects eligibility boundaries of the program, the program will still be eligible but the program boundaries will possibly change.

Once the FAA *accepts* the Noise Exposure Maps and publishes them in the Federal Register, the 180-day *approval* process for the Noise Compatibility Program begins. The FAA can essentially take as long as they want to review and accept the Noise Exposure Maps, but it is important to note that the 180-day period does not begin until the FAA accepts the maps.

Mr. Dunkelberg outlined and briefly discussed the various components of the Part 150 study. Those elements are as follows:

- *Study Mobilization*
- *Inventory of Existing Conditions*
- *Forecasts of Aviation Activity*
- *Existing Noise Exposure Contour*
- *Future Baseline Noise Contour*
- *Existing and Predicted Future Baseline Noise Intrusions*
- *Future Noise Compatibility Alternatives*
- *Determine Recommendations*
- *Milwaukee County Approval*
- *FAA Approval*

Mr. Dunkelberg stated that the Part 150 for GMIA has the following unique elements:

- *Use of Supplementary Metrics* such as *on-site noise monitoring* (not required by the FAA); *sound exposure level (SEL)* (measures how loud an aircraft is when you hear it); *time above analysis* (measures the length of time aircraft noise is above a certain noise level); and the measurement of the *Number of Events* (operations) above a certain noise level.
- *Evaluation of Ground Run-Up Noise* – Measures the success of the new Ground Run-Up Enclosure
- *Community Involvement* – Part 150 regulations require only one public hearing at the end of the study. In the Request for Proposals, GMIA stressed the importance of on-going opportunities for the public to be involved throughout the study.

Mr. Dunkelberg discussed the fact that the FAA puts significant limits on the airport's ability to implement noise controls. Those limits relate to control of aircraft in flight; control of funding (the FAA sets the eligibility for sound insulation); control of noise emissions at "the source" (airports cannot tell manufacturers or operators how loud their aircraft can be); and significant limitations on the airport's ability to implement noise restrictions. The airport must also provide access to all airport users and cannot discriminate against any user, but can pass reasonable noise/regulations that do not affect access to the airport. However, in 1990 the FAA passed the FAR Part 161 regulation which sets limits on this authority. Mr. Dunkelberg explained the complexities of the Part 161 regulations.

The FAR Part 150 Study is expected to take between eighteen (18) and twenty-four (24) months to complete up to the submittal of the Noise Exposure Maps and the Noise Compatibility Plan. Flight track changes may result in a longer time period. After acceptance of the Noise Exposure Maps, the FAA has 180 days to approve/disapprove the Noise Compatibility Plan.

Mr. Dunkelberg stated that the Study Advisory Committee is expected to act as a major resource to the airport staff and consultants in developing alternatives for the study and making recommendations for action. All members' views will be carefully considered and whenever possible the Committee will attempt to reach consensus. The group will not vote on issues. Members of the general public attending the meetings will be able to speak at the close of committee business.

Mr. Dunkelberg led the Committee through a summary of *Working Paper One* which provides a basic background of the airport and its existing conditions. The six areas studied in this working paper include the following:

- *Airside Inventory* – Five runways
- *Landside Inventory* - Connecting and Exit Taxiways on all runways; Terminal building, Ground Run-Up Enclosure (GRE), Cargo facilities, Airport Maintenance facilities, Air Mail facilities, ARFF, Military, Airport Traffic Control Tower and General Aviation facilities.

- *Air Traffic Operations* – Statistics on Passenger Enplanements, Air Carrier Operations, Air Taxi/Commuter Operations, General Aviation Operations, and Military Operations.
- *Flight Tracks / Noise and Flight Track Monitoring* - ARTS/TAMIS system provides data on where aircraft fly, when they fly, which aircraft they fly etc. This monitoring system also provides a tool to use when evaluating compliance of voluntary noise abatement procedures.
- *Noise Management Program* – The airport and the tower both have voluntary noise operating procedures in place.
- *Sound Insulation Program* – The Homeowner Protection Program (HOPP) offers homeowners options including sound insulation of their home, avigation easement purchase or sales assistance. To date, 1,000 homes have been sound insulated, 150 home avigation easements have been purchased and 1 home has received home sales assistance. To date, over \$63 million has been spent on this program.
- *Airport Environs* – Maps showing existing land use, future land use and existing zoning. This data will be correlated with the 2000 census data which will show population, housing units and number of people per household. When evaluating how well various alternatives reduce the number of people affected by noise, we will look at the population count based on the census data and then generate the existing and future baseline noise contours and compare that information with each of our developed alternatives.

Mr. Dunkelberg turned the meeting over to Paul Dunholter of BridgeNet International to discuss some of the technical aspects of the noise monitoring study. Ralph Voltner asked if the SAC could recommend new or additional noise monitoring locations. Mr. Dunholter stated that, if needed to obtain more data, additional noise monitoring locations could be added.

The noise monitoring measurements currently taking place will give data as to noise levels of planes, what type of planes are the loudest, what hours are the busiest or loudest time of day, time above levels, and number of events. To show this data, Mr. Dunholter referred to a map showing visual data measured at one of the several noise monitoring locations at a specific time of day. Another map showed multiple monitoring sites and how noise events are related to each other when they occur. Monitoring sites for the study were chosen for two reasons: 1) to fill in the areas between the current 7 permanent monitors and 2) sites were selected that were relatively near to the current noise contour to assure that the model is an accurate reflection of where the noise contour boundary ends.

Tony Adyniec asked how simultaneous noise can be identified from other aircraft or other types of noise. Mr. Dunholter stated that sophisticated measurement equipment in addition to the use of radar data can distinguish simultaneous events or other types of ground noise.

The following additional questions and comments were made by committee members:

Elizabeth Kopplin commented that nighttime noise has a much greater impact on residents than daytime noise.

Tom Irwin asked why the study was using data from 2002. Brad Rolf responded that using 2002 data gives a complete year of data to assist in the preparation of the existing noise contours.

Ralph Voltner asked if aerial photos and maps will be updated. Brad Rolf responded that this information will be updated as it becomes available as the Study progresses.

LeAnn Launstein asked how planners from other municipalities are involved in the Part 150 process. Ken Seymour stated that Barnard Dunkelberg had already met, and will continue to meet, with most planners and building inspectors from other municipalities. The purpose of these meetings is to collect data and share information as the Part 150 study progresses.

Al Piojda asked how the public will be involved in the process. Mr. Dunkelberg stated that GMIA and the Consultant team realize that the key to a successful Part 150 project is input from those most affected by noise. Three Public Information Workshops will be held at various points during the study process. A final Public Hearing will also be held to present the final recommendations to the public. All information about the Part 150 study, including maps, working papers and meeting announcements will be put on the GMIA website.

The meeting ended at 11:45am. The next meeting of the Study Advisory Committee will be tentatively scheduled for the second week of November. Members will receive notice of the specific meeting date in the near future.