GENERAL MITCHELL INTERNATIONAL AIRPORT
PART 150 STUDY ADVISORY COMMITTEE MEETING
June 27, 2007 9:00 a.m. – Sijan/Lovell Room

SUMMARY NOTES

Present	Affiliation
Barry Bateman	GMIA – Airport Director
Pat Rowe	GMIA – Public Relations/Marketing Manager
Kim Berry	GMIA – Noise Program Manager
Scott Schuh	GMIA – Noise Abatement Specialist
Ramon Navarro	8th Supervisory District Representative
Bill Nowak	14th Supervisory District Representative
Roseann Dieck	17th Supervisory District Representative
Wendy Hottenstein	Wisconsin Department of Transportation
Edward Richardson	City of Milwaukee
Alderwomen Elizabeth Kopplin	City of Oak Creek
Paul Charapata	FAA, MKE ATCT
Anthony Polashek	440th Airlift Wing
Robert Hutson	FAA, MKE ATCT
Glen Orcutt	FAA, MSP-ADO
Jackie Sparks	FAA, MKE – ATCT
David C. Reeve	Midwest Airlines
Ryk Dunkelberg	Barnard Dunkelberg & Co.
Helen Dixon	Dixon & Company

Absent	
Tom Donovan	Northwest Airlines
Peter Beitzel	MMAC
Thomas Prince	11th Supervisory District Representative
Christine Mielcarek	4th Supervisory District Representative
Supervisor Paul Cesarz	Milwaukee County Board of Supervisors – 9th Dist.
Douglas Drescher	Signature Flight Support
Arthur Hillmer	FAA, MKE - ATCT
Kenneth Yunker	SEWRPC
Clair Breckenridge	128th Refueling Wing
Alderman Robert Grams	City of Cudahy
Pat Stoner	City of South Milwaukee
Ralph Voltner	City of St.Francis
LeAnn Launstein	City of Oak Creek
Brad Rolf	Barnard Dunkelberg & Co.
Paul Dunholter	BridgeNet International

Airport Director Barry Bateman opened the meeting of the Part 150 Noise Compatibility Study Advisory Committee at 9:10 a.m. The agenda for the meeting included the following items:

- **Explanation of where we are now in the Part 150 Study Process**
  Recommendations
- **Explanation of Working Paper Seven**
  Airport recommendations for implementation
- **What's Next**
  June 27th 3rd Public Information Meeting
  4th Public Information Workshop/Public Hearing
- **Questions and Comments**

Mr. Dunkelberg began his presentation with an overview of Working Papers four, five and six that included the following Noise Abatement Alternatives Evaluation:

- Presentation of twelve (12) Operational Alternatives
- Presentation of three (3) Facilities Alternatives
- Presentation of four (4) Land Use Alternatives
- Presentation of three (3) Administrative Alternatives
- Comparison of Population within Noise Contours
- Presentation of three (3) Staffing Recommendations

Mr. Dunkelberg discussed the alternatives that will be recommended to Milwaukee County and the Federal Aviation Administration (FAA) for implementation at General Mitchell International Airport. He stated that these recommendations are based on several criteria including; the completed Part 150 Study analysis, discussions with Airport staff, discussions with the public and the Part 150 Study Advisory Committee, the ability of the recommendations to be implemented and the potential of each recommendation to reduce noise. Mr. Dunkelberg noted that none of the operational alternatives looked at had any impact on the number of people within the 65 DNL noise contour. The consultant concluded from the Study that the Airport is operating in a very efficient manner and in the best manner to reduce aircraft noise levels in the communities surrounding the Airport.

The final study recommendations are grouped into the following three categories:

- Noise Abatement Elements (NAE)
- Land Use Management Elements (LUME)
- Program Management and Administrative Elements (PMAE)

The following six (6) Noise Abatement Elements (NAE) are recommended for implementation.

- Develop Flight Management Systems departure procedures for runway 25L including the I-94 corridor.
- Evaluate altitude of turbo-prop departures.

- Develop procedures to reduce early turns on approach for turbo-prop aircraft.
- Increase altitude from 2,000 feet to 2,500 feet above Sea Level for all departing jet aircraft prior to turning. (modification of current departure policy)
- Develop ground-based noise reduction methods, including noise barriers, aircraft parking plans, electrification of ramps and gates, and an alternate, low-tech run-up enclosure.
- Increase the number of high speed taxiways to reduce use of reverse thrust on landing.

The following four (4) Land Use Management Elements (LUME) are recommended for implementation:

- Voluntary sound insulation of noise-sensitive structures such as single-family homes, multi-family homes, assisted-care facilities, schools and religious facilities within the 65 DNL.
- Voluntary acquisition of non-compatible land or undeveloped land zoned for residential use.
- Voluntary acquisition of avigation easements over non-compatible land uses.
- Voluntary sales assistance.

The following three (3) Program Management and Administrative Elements (PMAE) are recommended for implementation:

- Upgrade noise monitoring and flight track monitoring system to include a multilateration system.
- Install remote camera to monitor ground activity, engine run-ups and use of auxiliary power units (APU), and electrification of some ramps.
- Operations review and update of the Part 150 Study as conditions change.

In addition to the above recommendations, three (3) staffing/personnel recommendations include:

- Provide another technical staff person to the Noise Office, along with a vehicle that allows Noise Office staff easier access to the community and to observe activities on the Airport.
- Provide yearly or recurrent training for Noise Office staff on new technology, advances in the industry, and changes in FAA policy.
- Provide staff attendance at noise conferences, environmental conferences, and sound mitigation conferences to enhance professional education.

A lengthy conversation ensued regarding the recommendation to increase altitude from 2000 to 2500 ft. about Sea Level for all departing jet aircraft prior to turning. Mr. Charapata stated that this does create various problems for the air traffic control tower. Mr. Dunkelberg stated that it is the intent of this recommendation that it be used to the greatest extent possible. He also stated that, based on the fleet mix at the Airport, it may not be feasible to use this

maneuver all the time. As the fleet of DC 9's decreases, this maneuver can be implemented to a greater extent.

The following questions and comments were made at the meeting:

Ms. Kopplin: If a home was grandfathered in terms of meeting building code, can they still receive sound insulation?

Ms. Kopplin: Is the Part 150 Study required to be updated every five years?

Mr. Richardson: How will the FAA look at any flight track or operation changes that are recommended? Are safety factors the primary concern?

Mr. Bateman: Do you have the population numbers available for all the various alternatives as they relate to eligibility boundaries?

Mr. Charapata: When will we discuss air traffic procedures related to implementing various alternatives. The increase to 2500 foot above Sea Level prior to turning is the most controversial for the Air Traffic Control Tower.

Mr. Bateman: The 2500 foot above Sea Level issue is also a very common issue we hear from homeowners.

Mr. Richardson: When will the DC 9's be phasing out completely at the Airport?

Mr. Reeve: The ground noise alternatives will give us the best gains in reducing noise at the Airport.

Mr. Bateman: The Airport is in favor of the increase from 2000 to 2500 ft. above Sea Level alternative.

The meeting ended at 11:30am.