



PART 150 NOISE STUDY UPDATE

SPRING, 2006

2nd Public Information Workshop

- Tuesday
May 9, 2006
- 2:00 to 4:00 pm
and 6:00 to 8:00 pm
- Best Western Milwaukee
Airport Hotel
5105 S. Howell Avenue
Milwaukee, WI. 53207

(See last page for details)

IN THIS EDITION

Noise Contour Map 2

Next Steps in Study 3

Introduction to Alternatives 4

Fifteen Initial Alternatives 4-5

Study Web site and Contact Information 6

To Our Airport Neighbors:

General Mitchell International Airport's (GMIA) efforts to reduce aircraft noise in surrounding neighborhoods has been helped along by changes in the aviation industry over the past 18 months.

- Midwest Airlines, the largest carrier at GMIA, has completed its transition from the older, noisier DC-9 aircraft to the new Boeing 717, one of the quietest commercial aircraft made.
- Within the year, all of the airline gates at the terminal will be upgraded to allow the airlines to heat or cool the inside of their planes without running noisy ground power units.
- The Ground Runup Enclosure (GRE), which muffles the noise created when aircraft engines are tested after maintenance, was used for 97% of all airline engine runups in 2005.
- Older "hushkitted" planes, that are far noisier than the newer generation aircraft, continue to be phased out nationwide.

GMIA's Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study is also in progress. This is the process every airport has to go through in order to receive federal funding for noise mitigation measures. In the Study process so far, we have identified the existing land uses and facilities around the Airport, conducted multiple noise monitoring sessions in surrounding neighborhoods, and generated both existing and future noise contour maps. The future noise contour map represents the aircraft noise contours that would result several years from now, taking into account the forecasted increase in flights, if no facility or operational changes were made. It is the contour that alternatives will be compared with to determine potential noise reduction. The existing noise contour map is shown on page 2 of this newsletter.

We are now entering the most important phase of the Part 150 Noise Study. Airport staff, the consultant team, and the Part 150 Study Advisory Committee will evaluate noise abatement alternatives to see which ones will help reduce the number of people affected by aircraft noise in neighborhoods surrounding the Airport. Each of these alternatives is described in this newsletter. Many of the alternatives being studied were developed from comments received from interested citizens who attended the first Part 150 Noise Compatibility Study Public Information Workshop held in September 2004.

You will have an opportunity to view and provide feedback on the proposed noise abatement alternatives at the next Public Information Workshop on Tuesday, May, 9, 2006 at the Best Western Milwaukee Airport Hotel. You are invited to come at any time between 2:00-4:00 pm or 6:00-8:00 pm.

Much has been accomplished over the years in reducing aircraft noise surrounding the Airport. The Part 150 Noise Compatibility Study will provide more information to determine if there are additional methods to minimize the effect of aircraft noise on our community today and in the future.


Barry Bateman
Airport Director

2004 Existing Noise Contour


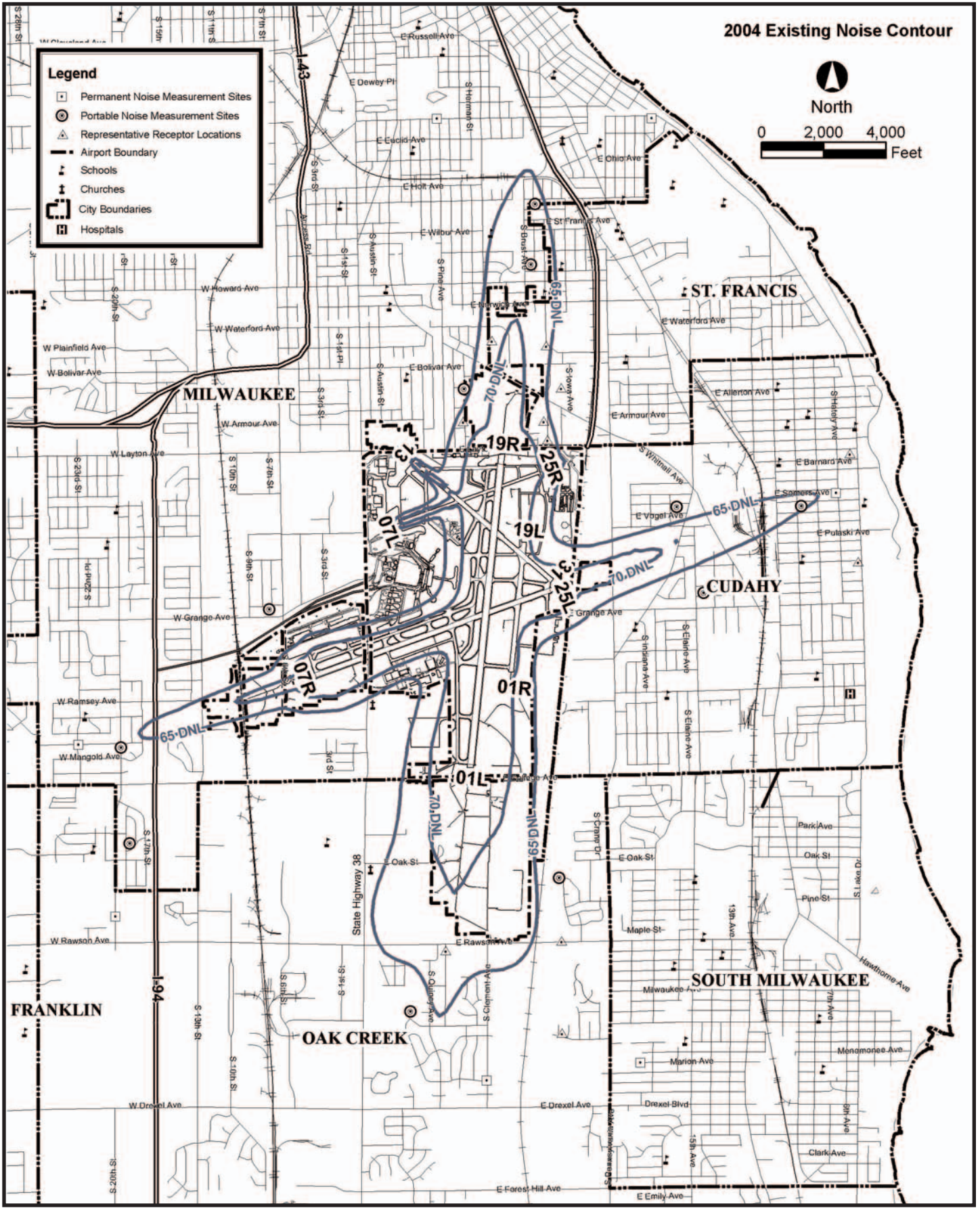
Legend

- Permanent Noise Measurement Sites
- Portable Noise Measurement Sites
- △ Representative Receptor Locations
- Airport Boundary
- ⚡ Schools
- ⛪ Churches
- ⬜ City Boundaries
- 🏥 Hospitals

North



0 2,000 4,000 Feet

Existing Noise Contour

An “existing noise” contour that reflects actual year 2004 aircraft types and operations at GMIA has been generated using the Federal Aviation Administration’s (FAA) computer model. To supplement the updated contour, and to address concerns raised by community members, additional on-site noise monitoring was conducted August 25th, 2005 through September 16th, 2005. The additional noise monitoring was designed and conducted specifically to measure ground noise associated with aircraft runs-ups, aircraft taxiing and auxiliary power units, as well as aircraft over-flights. The results of the noise monitoring have been incorporated in the updated noise contour. (See contour map on page 2). ■

Next Steps in Study

The next step in the Part 150 Noise Compatibility Study process is to present initial alternatives to both the Part 150 Study Advisory Committee and to interested citizens in a public format. Public input and feedback are an important component in the alternatives selection process. There will be a **Public Information Workshop on Tuesday, May 9, 2006 at the Best Western Milwaukee Airport Hotel from 2:00-4:00 pm and 6:00-8:00 pm.** In the event that additional feasible alternatives are suggested by the Study Advisory Committee or the public, they will be evaluated.

Over the coming months, it will be determined which of the alternatives should be selected for final evaluation and recommendation. Those alternatives will be combined into a single noise contour that represents the forecast noise exposure if each alternative were implemented.

Additionally, land use options will be explored and recommendations will be prepared and presented to the Study Advisory Committee for consideration and input. When the entire package of recommendations has been identified, it will be presented at a later Public Information Workshop and formal Public Hearing.

Following the Public Hearing, the recommendations will be presented to the Milwaukee County Executive and County Supervisors for consideration and approval and will then be forwarded to the Federal Aviation Administration for acceptance and approval.

After acceptance and publication of the Noise Exposure Maps, the FAA has 180 days to approve or disapprove the recommendations. ■



Introduction to Alternatives

Now that the existing and future “base case” noise contours have been generated, various alternatives are being evaluated in an effort to reduce the number of people affected by aircraft noise. The noise contours for each alternative are compared with the future base case alternative to determine if noise reductions would be achieved.

The alternatives being evaluated are grouped into three main categories: aircraft operational alternatives, airport facility alternatives, and off-airport land use alternatives. Aircraft operational alternatives evaluate where and how aircraft fly, both on departure and arrival, taxiing issues, engine run-up concerns, and other “operating” procedures. Airport facility alternatives evaluate runway changes, additional taxiways, noise walls or enclosures, placement of new structures, and other physical changes to the Airport. Land use alternatives evaluate sound insulation programs, easement purchases, community planning recommendations, zoning changes, and other off-airport development issues.

Generally speaking, the FAA has authority over aircraft operational procedures, the Airport has authority over airport facility changes, and the local cities (with the exception of sound insulation and easement purchase) have authority over land use decisions. We are in the process of formulating and evaluating aircraft operational alternatives.

Fifteen Initial Alternatives

The following 15 operational alternatives are being evaluated based on input received at the Public Information Workshop and Study Advisory Committee meetings:

Alternatives

Goals

Alternative 1.

Develop Satellite Based Flight Management System (FMS) departure procedures for south departures on Runway 19R.

The goal of this alternative is to provide for more precise flight paths for aircraft departing to the south on Runway 19R, one for south departures that head to the east and a second for south departures that head to the west. This alternative is designed to reduce aircraft flight path dispersion and early turns at lower altitudes.

Alternative 2.

Develop FMS departure procedures for east departures on Runway 7R (No turns before reaching the lake shore).

The goal of this alternative is to reduce departure turns by jet aircraft before reaching Lake Michigan.

Alternative 3.

Develop FMS departure procedures for north departures on Runway 1L.

The goal of this alternative is to reduce flight path dispersion for aircraft departing to the northeast and northwest to take advantage of compatible land uses directly north of the Airport.

Alternative 4.

Develop FMS departure procedures for west departures on Runway 25L.

The goal of this alternative is to reduce flight path dispersion for aircraft departures on Runway 25L, and concentrate jet aircraft over a small area along the runway centerline and other compatible land uses southwest of the Airport.

Alternative 5.

Evaluate altitude of small propeller aircraft departures.

The goal of this alternative is to increase the altitude over residential neighborhoods of small propeller aircraft departing from the Airport.

Alternative 6.

Develop procedures to reduce early turns on approach for small propeller aircraft.

The goal of this alternative is to avoid flying over residential areas by reducing early turns by small propeller aircraft on approach.

Alternative 7.

Evaluate close-in and distant departure procedures (the location at which aircraft apply power for departures).

The goal of this alternative is to reduce single event noise levels from commercial jet departures over residential land uses by utilizing the appropriate thrust cutback departure procedure, which would result in lower noise levels in the community.

Alternative 8.

Evaluate intersection departures for south-bound aircraft at night.

The goal of this alternative is to reduce jet take-off and taxi noise in the neighborhood north of the Airport, especially during the night hours of 10 p.m. to 6 a.m., by having aircraft depart at the intersection of Runway 19R and Taxiway Victor, which is 1,090 feet south of the runway end.

Alternative 9.

Develop ground-based noise alternatives.

The goal of this alternative is to reduce noise in surrounding communities resulting from aircraft operations on the ground at General Mitchell International Airport. This alternative will explore available options such as walls, berms, aircraft parking plans, and other options that will minimize ground noise intrusion, especially in areas north of the Airport.

Alternative 10.

Provide additional high-speed taxiways to reduce use of reverse thrust on landing.

The goal of this alternative is to reduce the noise from reverse thrust when aircraft land at the Airport. Thrust reversers redirect the flow of the jet engine thrust toward the front of the aircraft to assist in slowing the aircraft when landing.

Alternative 11.

Increase Altitude to 2,500 feet above Mean Sea Level (MSL), which is approximately 1,780 feet Above Ground Level (AGL), for all aircraft prior to turning. This is a more detailed evaluation of Alternative 5.

The goal of this alternative is to increase the altitude, over residential neighborhoods, of all aircraft (not just small propeller aircraft) departing the Airport. The Study Advisory Committee suggested increasing the altitude to a definable level, approximately 2,500 feet MSL, prior to turning.

Alternative 12.

Utilize the I-94 corridor for southern departures off of Runway 25L. This is a more detailed evaluation of Alternative 4.

This alternative was developed with the goal to reduce flight path dispersion from jet departures on Runway 25L. Use of the I-94 corridor may concentrate departures over areas of lower residential population.

Alternative 13.

Evaluate feasibility of a noise wall or berm on property owned by the Airport north of Layton Avenue and east of Howell Avenue.

The goal of this alternative is to reduce noise in the areas just north/northwest of the Airport from aircraft operations on the ground. This alternative was developed to evaluate the feasibility of building a noise wall at the property line behind homes on East Armour Avenue across Layton Avenue.

Alternative 14.

Evaluate on-airfield noise barriers at specific locations. This is a more detailed analysis and evaluation of Alternative 9.

The goal is to identify specific locations and options to reduce noise in surrounding communities resulting from aircraft operations on the ground at General Mitchell International Airport.

Alternative 15.

Evaluate location and feasibility of a low-tech turboprop run-up facility.

The goal of this alternative is to reduce noise from small aircraft engine maintenance and testing operations in the northeast hangar area through low-tech means. This includes the feasibility and effectiveness of constructing a run-up facility from material such as hay bales or other natural, affordable, easily obtainable material.



Milwaukee County's
**GENERAL MITCHELL
INTERNATIONAL AIRPORT**
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Milwaukee, WI 53207

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PART 150 NOISE STUDY UPDATE

FAR Part 150 Noise Compatibility Study

2nd Public Information Workshop

Tuesday, May 9, 2006

2:00-4:00 pm and 6:00-8:00 pm

(The same information will be presented at each session)

**Best Western Milwaukee Airport Hotel
5105 S. Howell Avenue**

Information to be presented will cover the Operational and Facilities Alternatives being considered to reduce noise in the neighborhoods around General Mitchell International Airport.

The workshop will be held in an informal "open house" style, allowing people to visit information stations to speak one-on-one with members of the Part 150 Study consultant team. Information that will be presented at the Workshop is summarized in this newsletter.

Visit the Airport Web Site

Reports, contour maps, summary notes, working papers, Public Information Workshop dates, and other information will be regularly posted and updated on the GMIA Web Site: www.mitchellairport.com. Use the [Airport Projects](#) link to reach the Part 150 Noise Compatibility Study Update page. Check the Web site for up-to-date information as the Study progresses. ■

Contact Information

Comments about specific incidents of aircraft noise may be phoned to 747-4677 or emailed to info@mitchellairport.com.

Comments on the FAR Part 150 Study Update may be emailed to: info@mitchellairport.com or mailed to:

**General Mitchell International Airport
Attn: FAR Part 150 Study Update
5300 S. Howell Avenue
Milwaukee, WI 53207-6156**