



# PART 150 NOISE STUDY UPDATE

SPRING, 2007

## 3rd Public Information Workshop

- **Wednesday**  
**June 27, 2007**
- **2:00 to 4:00 p.m.**  
**and 6:00 to 8:00 p.m.**
- **Best Western Milwaukee Airport Hotel**  
**5105 S. Howell Avenue**  
**Milwaukee, WI. 53207**

(See last page for details)

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## To Our Airport Neighbors:

The key to General Mitchell International Airport's (GMIA) goal of reducing the effects of aircraft noise on neighboring communities is the Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study Update now underway. The Study process has identified existing land uses and facilities around the Airport, conducted multiple on-site noise monitoring sessions at various locations to verify the noise measurements generated by the FAA's computer model, developed both existing and future baseline noise contour maps, and analyzed whether there are any changes that could be made in aircraft flight patterns that would reduce noise levels.

Some of the noise-reduction alternatives were presented in the previous newsletter and at a Public Information Workshop held in 2006. Additional noise-reduction alternatives and some land use alternatives are covered in this edition of the newsletter, and will be on display at a June 27th Public Information Workshop.

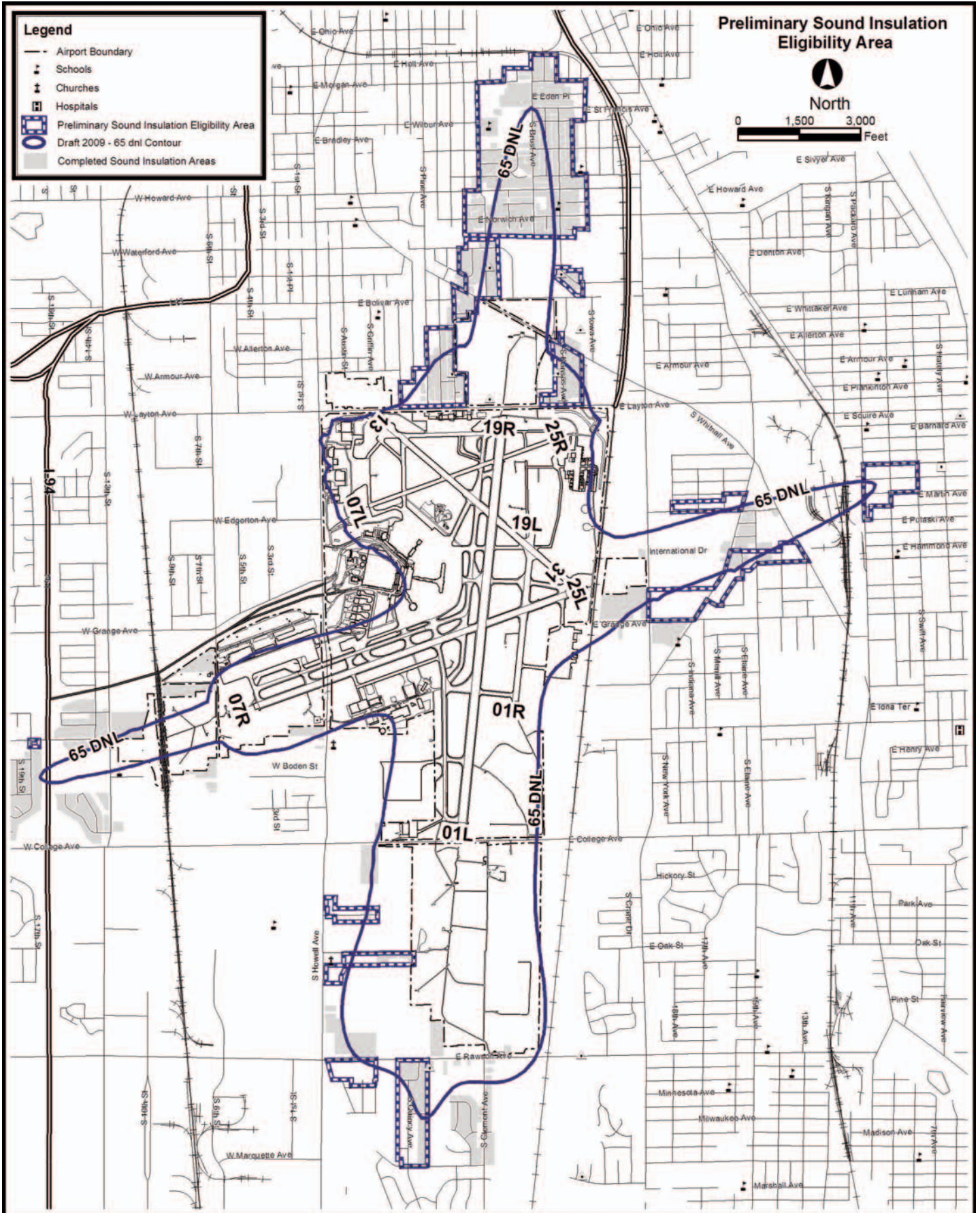
The identification of residential sound insulation eligibility boundaries is of significant interest to airport neighbors. With input and guidance from Milwaukee County's elected officials, Airport staff proposed to the FAA sound insulation eligibility boundaries based on the largest noise contour using natural features, such as streets and alleys, wherever possible to "square off" the boundary. The FAA reviewed the County's recommended boundaries and reduced them in several areas to more closely follow the actual contour line, and to recognize that noise contours at GMIA and at other airports nationwide are shrinking due to quieter aircraft engines.

You will have an opportunity to view and provide feedback on the proposed noise abatement alternatives and the proposed sound insulation eligibility boundaries at the next **Public Information Workshop on June 27, at the Best Western Hotel, 5105 S. Howell Ave. from 2:00 p.m. to 4:00 p.m. and from 6:00 p.m. to 8:00 p.m.** The workshop will feature an "open house" format, with Airport staff and consultants located at several information stations, each covering a different noise abatement alternative.

There are two other key studies currently underway at GMIA. The Airport Master Plan Update Study is establishing a blueprint for terminal and airfield improvements and development over the next 20 years. The Runway Safety Area Study is evaluating how the Airport can best comply with the FAA's directive that runway ends at all U.S. commercial-service airports have 1,000 ft. obstruction-free safety areas by 2015. (These two studies are not part of the June 27th workshop).

Through the Part 150 Study process and the environmental analysis required for other airfield studies, we can anticipate where there might be an increase, decrease, or shift in aircraft noise. As the Airport continues to grow, we want to make sure the homes of airport neighbors are sound-insulated to the extent permitted by federal funding laws.

**Barry Bateman**  
Airport Director



# Preliminary Sound Insulation Eligibility Boundary

The Milwaukee County Supervisors and County Executive have been very aggressive in pursuing federal funds to sound insulate the homes of airport neighbors. A September 2004 Resolution introduced by Supervisors Nyklewicz, McCue and White, was passed by the County Board of Supervisors “to direct the Airport Director and the Noise Abatement Coordinator to pursue, as part of the update of the FAR Part-150 Airport Noise and Land Use Compatibility Study, all possible avenues that could maximize by law the participation of and benefits to the residents in the noise abatement mitigation efforts by taking into account not only the noise contours approved as provided in the Federal Aviation Administration (FAA) **Rules and Order 5100.38B, Section 2, Paragraph 810b**, using neighborhood and natural boundaries to the maximum extent allowable by law.”

The contour map on Page 2 shows the preliminary sound insulation program eligibility boundary. The boundary includes homes that may be eligible for sound insulation, as well as homes and vacant land that may be eligible for acquisition if the owner so chooses.

In developing the eligibility boundaries, the 65 DNL noise contour was “squared off” using natural features, such as roads, alleys and railroads, to take into consideration neighborhood integrity. Keep in mind that by law, federal funding for residential sound insulation is available only within the 65 DNL contour, allowing for only minimal “squaring-off” of a neighborhood. Under these federal funding restrictions, it is not possible to sound insulate all the homes in the neighborhoods surrounding the airport, and there always will be homes “across the street” from the boundary that are not included in the program.

It is important to remember that even though a house is eligible for sound insulation, other criteria must be met before sound insulation will be offered. For example, the home must already comply with local building codes, must have been constructed before October 1998, and must be able to attain an interior noise reduction to below 45 decibels through the sound insulation process.

The boundary resulted from discussions with the Federal Aviation Administration (FAA), the agency with oversight authority for Part 150 studies. Airport staff, following the directives of Milwaukee County officials representing the Airport area, requested a sound insulation eligibility boundary that was squared off larger than what is shown

here. The FAA, however, reduced the boundary in several areas. It follows, then, that this is the boundary which will most likely receive final approval by the FAA to determine eligibility for sound insulation. ■



A study consultant discusses noise abatement alternatives with residents attending the last Part 150 Noise Study Public Information Meeting.



Residents give written comments to GMIA on issues and concerns about noise in their communities.

# Land Use and Other Alternatives to Reduce Aircraft Noise

An FAR Part 150 Study consists of two separate elements: what can be changed about the way aircraft operate to reduce the volume of aircraft noise heard in nearby homes, and what can be done with land use around the airport to make it more compatible with noise created by aircraft.

Alternatives such as flight path and aircraft altitude changes address the aircraft noise component. These alternatives were described in the last newsletter. The land use alternatives are categorized into three types: remedial, preventative and administrative. Items 1, 3 and 4 below are considered remedial alternatives. Item 2 is a preventative alternative. Finally, there is a list of three administrative alternatives that are being evaluated based on comments received at the previous Public Information Workshops and Study Advisory Committee meetings:

## Alternatives

## Goals

### Land Use Alternative 1.

Voluntary Sound Insulation of Noise Sensitive Structures (homes, schools, religious facilities, etc).

To reduce aircraft-generated noise intrusion levels inside habitable rooms within the 65 DNL noise contour.

### Land Use Alternative 2.

Acquisition of Non-compatible Land Uses or Undeveloped Land Zoned for Residential Use.

To reduce existing and potential future non-compatible land uses within the 65 DNL and greater noise contours.

### Land Use Alternative 3.

Voluntary Acquisition of Avigation. Easements over Non-Compatible Land Uses.

To reduce the number of non-compatible land uses for property owners wishing to remain in their homes but not participate in a sound insulation program.

### Land Use Alternative 4.

Voluntary Sales Assistance.

To provide a means for homeowners to sell their homes for fair market value on the open market, (if unable to sell under normal circumstances).

### Administrative Alternative 1.

Upgrade Noise Monitoring and Flight Track Monitoring System.

Assist in monitoring the success of the noise abatement procedures, improve citizen liaison, and promote citizen awareness.

### Administrative Alternative 2.

Use of remote cameras to monitor engine run-up and use of Auxiliary Power Units (APUs), and Electrification of some ramps.

Monitor compliance with run-up restrictions and recommendations, and APU use in remote apron locations. Reduce noise emitted by APU units.

### Administrative Alternative 3.

Review and update Part 150 Study.

Maintain a current noise abatement program responsive to changes in aircraft operations and to update noise contours as conditions change.

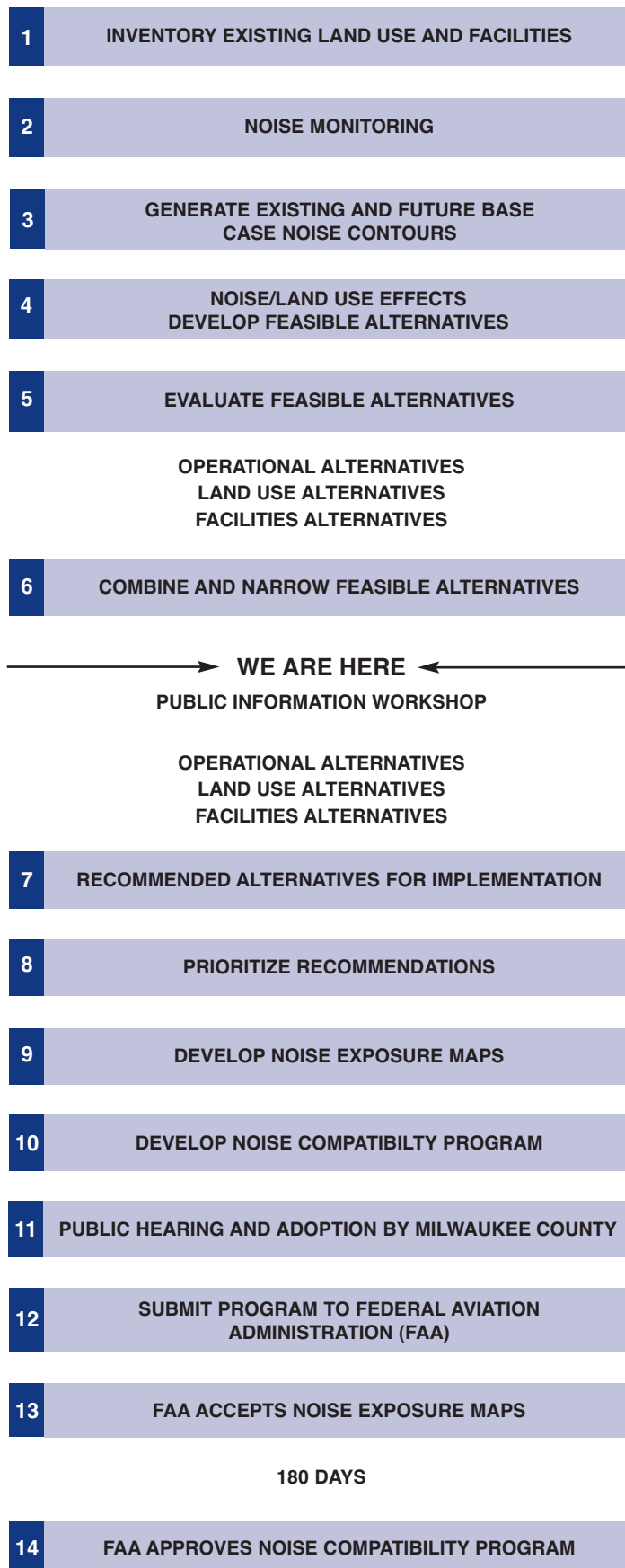
# What's Next?

The next step in the Part 150 Noise Compatibility Study process is to present the operational and land use alternatives to both the members of 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 June 27 at the Best Western Hotel, 5105 S. Howell Ave., from 2:00 p.m. to 4:00 p.m. and again from 6:00 p.m. to 8:00 p.m. In the event that additional feasible alternatives are suggested by the Study Advisory Committee or the public, they will be evaluated and presented to the Study Advisory Committee at its next meeting.

Over the coming months, alternatives will be selected for final evaluation and recommendation. Those alternatives will be combined into a single noise contour to represent the forecast noise exposure if each alternative is implemented. When the entire package of recommendations has been identified, it will be presented to the public at a final Public Information Workshop and formal Public Hearing.

Following the Public Hearing, the recommendations will be presented to the Milwaukee County Executive and County Board of Supervisors for consideration and adoption 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. ■





Milwaukee County's  
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## PART 150 NOISE STUDY UPDATE

### **FAR Part 150 Noise Compatibility Study**

#### **3rd Public Information Workshop**

**Wednesday, June 27, 2007**

**2:00-4:00 p.m. and 6:00-8:00 p.m.**

(You may attend any time during either session. The same information will be presented at each session)

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

Information presented at this workshop will include land use and other alternatives to reduce aircraft noise in and around General Mitchell International Airport. The proposed sound insulation eligibility boundaries will also be available for you to view. You will have the opportunity to speak one-on-one with the consultant team and airport staff, and give your comments. Information that will be presented at the workshop is summarized in this newsletter.

### **Visit the Airport Web Site**

All materials related to the Part 150 Noise Compatibility Study such as reports, Advisory Committee meeting summary notes, maps, and working papers are available to view on the GMIA Web Site: [www.mitchellairport.com](http://www.mitchellairport.com). Use the **Airport Projects** link to access the Part 150 Noise Compatibility Study page. Refer to 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](mailto:info@mitchellairport.com).

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

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