

MEMORANDUM

TO: Advisory Committees

FROM: Andy Harris

SUBJECT: Preliminary Noise Contours for 2006
PTIA Part 150 Study
ASH 200301

DATE: 16 February 2005

The attached figure shows the Preliminary Noise Contours for 2006, the Base Year for the FAR Part 150 Study. (Remember that we will update the forecasts near the conclusion of this study in 2006. If necessary, we will also update the Base Year contours at that time.) The 2004/2005 contours from the EIS are shown as dashed lines for comparison with the 2006 contours. The 2006 contours are smaller than the 2004/2005 EIS contours throughout the airport region.




The 2006 noise contours are smaller than the 2005/2005 EIS contours because of two major differences between the aircraft operations anticipated in the EIS and the operations that are taking place now and are expected to take place in 2006. First, there was a major decrease in the numbers of people wishing to fly after 11 September 2001. This reduction in demand caused a reduction in the number of flights. The second difference is the extent that commuter flights in Regional Jet (RJ) aircraft have been replacing airline flights in larger jets, a change not anticipated when the EIS forecasts were prepared. Although the demand for flights has increased since 2001, the passengers are being accommodated in RJs to a far larger extent than foreseen and there are fewer flights by air carrier jets. Since RJs are quieter than the larger jets that they have supplanted, the net result of the reduction in numbers of flights by traditional airline jets and the increase in operations by RJs is the reduction in contour areas observed in this figure.

The shape of the 2006 contours differs somewhat from the shape of the 2004/2005 EIS contours because the flight tracks observed during 2004 differ somewhat from the flight tracks observed during preparation of the EIS. As reported during the December meetings, turns during departures tended to begin slightly later than previously observed and there was greater dispersion than previously observed.

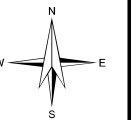
We will prepare a summary of the input used to prepare these contours so that we can send it to members of the Advisory Committees before the March meetings. We are completing the Preliminary Noise Contours for 2011 and 2014 at this time. We expect to send them out within the next few days.

PIEDMONT TRIAD INTERNATIONAL AIRPORT

PART 150 STUDY

-  Airport Runways
-  2006 DNL Contour
-  2004/2005 EIS DNL Contour

0 2,000 4,000 6,000 Feet



Preliminary 2006 DNL Contours

Figure:



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