

RESPONSES TO QUESTIONS FROM COMMITTEE MEMBERS

The recent comments of the FAR Part 150 Advisory Committee members included a number of questions. The following are questions that were raised and my responses.

Questions

SMITH

Question: RE: simultaneous FedEx operations (day & night). Is there noise increase caused by simultaneous operations and is it reflected in our information? Will it be reflected in SEL information also?

Response: Simultaneous operations are not treated differently in the DNL calculation. Since SEL values are for single operations only, SEL values for simultaneous operations are the same as they are for the same operations occurring separately. The DNL value is calculated from the SELs for all operations, whether they occur individually or simultaneously.

WHEELER

Question: How far out from the airport have other cities extended their noise abatement coverage?

Response: The distance from an airport that noise abatement is considered is typically defined in terms of the noise exposure, not in feet. Most FAR Part 150 programs go out to a DNL of 65dB, but not beyond. At least one local program that we are aware of extends beyond the 65 DNL. However, current federal law prohibits the expenditure of FAR Part 150 grant funds for mitigation where DNL is less than 65dB.

GARSTKA

Question: How likely is it that what we (professionals + committees) suggest will actually be implemented? ... "I just want to make sure we keep in mind that we must make recommendations that are not only ideal, but that are also feasible to implement. I would hate for us to get hung up on making suggestions that are simply not going to work in a real scenario."

Response: Serious consideration is being given to all suggestions from the committee members. However, as you suggest, the final program must be feasible and meet FAA requirements as determined through the FAR Part 150 process.

JBLACK

Question: It is confusing to me why we would put the above into the Part 150, as options for FAA approval, when each of these noise mitigation measures has already been committed to by PTAA in the Final Environmental Impact Statement (FEIS) and has already been approved by the FAA when it issued the Record of Decision (ROD) on

December 31, 2001, including estimated costs for the mitigation measures? [re: Effects of sound insulation of residences and other noise sensitive land uses where DNL exceeds 65 Db; Effects of property acquisition where DNL exceeds 70 dB; Effects of noise easement purchase where DNL exceeds 65 dB; Effects of installing and operating an aircraft noise and operations monitoring system] *see FEIS and ROD.*

Response: The measures outlined in the final EIS must be repeated in the FAR Part 150 study because the FAR Part 150 study and the resulting Noise Compatibility Program (NCP) provide the mechanism for carrying out the requirements of the ROD.

MATTHIEU

Question: Also, FedEx describes in a June 1999 letter provided to me "a scenario that would have all arrivals during our inbounds ready at the same time on a waypoint 10 nautical miles from the runway". Scott has a copy of the letter. FedEx uses this scenario to estimate its maximum airport capacity needs. I read this comment to mean that FedEx procedures require on occasion holding patterns to be flown about 12 miles from the airport. I am obviously concerned about the altitude and location at which such a procedure might be conducted. Do you have any suggestions or knowledge?

Response: We do not have any information about intentional and regular use of holding patterns. With present and anticipated fuel costs, we anticipate that FedEx and other carriers would avoid them. The June 1999 letter appears to refer to a hypothetical scenario that was modeled by FedEx to determine the number of incoming aircraft that could be accommodated on a single runway (rather than the parallel runway system that was eventually approved by the FAA.)

MATTHIEU

Question: Why can't the Committee hear from actual FedEx pilots who must have a wealth of valuable information and experience on noise abatement procedures?

Response: FedEx is a full participant in the FAR Part 150 process and will be asked to provide all relevant information, including the experience of its pilots with noise abatement procedures..

MATTHIEU

Question: My final concern is best expressed as a question: If FedEx operations are behind schedule on a given night, will the noise abatement requirements be waived? What reasonable penalties or positive incentives might be implemented?

Response: One of the fundamental noise abatement requirements is head-to-head operation with landings on runways 5L and 5R and departures on runways 23L and 23R .

This mode of operation is the most efficient way for FedEx to manage its hub. FedEx has also agreed, in its lease with the Authority, to comply with the noise mitigation measures adopted in the FAR Part 150 program.

OSTASIEWSKI

Question:

- What is the current status of all the noise mitigation measures all ready committed to by the PTAA?
- What is the ongoing timeline for all items?
- Why isn't the committee kept current on an issue as important as Noise Mitigation Measures? For instance, what does the PTAA have planned for a noise and operations monitoring system?

Response: The FAR Part 150 study and the resulting Noise Compatibility Program (NCP) provide the mechanism for development and approval of the specific measures that will be used at the airport, including the measures to which the Authority is already committed. Information regarding PTAA's noise mitigation program is being shared with the Advisory Committees.

FABRIZIO

Question: How does this get enforced? Are we able to see how this changes the contour? Also, when we suggest changes like this, is there a way to see affected housing counts?

Response: As pointed out above, FedEx has agreed to comply with the final NCP. Other compliance measures will be considered at the time the NCP is adopted.

SMITH

Question: Since we don't have legitimate noise cones/flight patterns of future flights, and have even been given reduced noise cone for a one time event (9/11) that has likely caused noise reduction for a limited time, I would ask that we be given different scenario future flight effect. I assume that's already the plan.

Response: The noise contours developed for the Part 150 Study are based on current evidence and are the most reasonable estimate of future circumstances available.

SMITH

Question: I have heard/read the majority of flights will egress/ingress in the direction of the Southwest. I have also heard that FedEx in a letter stated they will not be restricted as

to flight pattern. Who has the authority to change the flight patterns at any time? Would there be a requirement as to wind direction/speed to allow the authority to change the patterns agreed to? If there is a set wind direction/speed that would allow deviation from the set flight patterns, who will monitor compliance and levy consequences?

Response: The head-to-head operations that are planned constitute the best operating mode for the FedEx hub. FedEx has also agreed in its lease with the Authority that it does not object to the proposed head-to-head procedure, and the lease requires FedEx to comply with the head-to-head procedure if that procedure is included in the NCP. Exceptions from the normal procedure will be necessary under certain circumstances.

