

**Monday, April 04, 2005 7:14 PM**

**SCOTT GAYLE**

Dear Andy and all Committee Members:

I have read all the comments that came my way, and I believe they are all worth looking at closely. I have tried to summarize them on the attached Word document as a means of getting things organized in my own mind. My apologies to anyone I misquoted or overlooked. My recommendations are at the end of the attached.

Scott Gayle

[ATTACHMENT: 4-4-05 Summary of Part 150 Recommendations by S. Gayle.doc]

**MEMO**

**TO:** ALL FAR PART 150 COMMITTEE MEMBERS PTIA/GREENSBORO  
**FROM:** SCOTT C. GAYLE (CITIZENS COMMITTEE MEMBER)  
**DATE:** APRIL 4, 2005  
**RE:** COMMENTS AND RECOMMENDATIONS FOR PART 150 NOISE MITIGATION

After reviewing the e-mails from all of the members that I received, I have taken the liberty of summarizing as best I can (in short form) the various recommendations made (but not all justifications for them or the questions about them), in addition to listing my own. I concur with everyone's recommendations, at least as to their general intent, even if the specifics (such as flight patterns or technical rules) cannot be adopted or implemented exactly as written.

1. Don Matthieu Recommendations:
  - a. Establish Sales Assistance Program (for anyone in 55 DNL contour and up -- Don corrected this in a later email: "I do not support a sales assistance program out to 55 DNL.")
  - b. Expand soundproofing noise abatement program to those in 60 DNL using PTAA funds.
  - c. Request AIP funds for 55 DNL and up (just in case it is permitted in the future when restriction on use below 65 DNL ends in 2007). Don corrected this in a later email: "I do not support sound insulation to the 55 DNL contour line, and I believe that the FAA will most certainly and reasonably reject AIP funding for such actions."
  - d. Non-Part 150: ask Triad governments to lobby Congress for help.
  - e. Set specific nighttime rules for arrivals and departures at higher altitudes
  - f. Regulate the holding procedure and patterns for FedEx
  - g. Assess impact on and need for altered location markers, including BRANT.
  - h. Do a cost benefit study to determine which type of NADP might be helpful for each runway.

- i. Establish a Noise Abatement Department staffed with qualified people, and properly funded.
  - j. Establish permanent noise abatement advisory committee with diverse representation, publishing period reports, which is responsive to citizen complaints.
2. Dennis Borugian Recommendations:
- a. Prepare charts showing only incoming and outgoing flight paths by FedEx at night with time frame
  - b. Require all incoming from 11 p.m. to 6 a.m. to maintain 10,000 AGL over residential areas unless on final approach
  - c. Only aircraft with Stage 3 or 4 engines should be allowed to arrive or depart between 11pm and 6a.m.
  - d. Require outgoing nighttime aircraft achieve 10,000 AGL prior to passing over residential areas
3. Lee Whitaker Recommendations:
- a. Arrivals: from 10 p.m. to 7 a.m. use RW 05L and 05R, prefer 05L to protect High Point
  - b. Arrivals: from 10 p.m. to 7 a.m. if using 23L and 23 R, prefer 23L to protect Cardinal
  - c. Start noise abatement procedures at 10 p.m not 11 p.m.
  - d. Use 5 knots as threshold for landing with a tailwind
  - e. Departures: from 10 p.m. to 7 a.m. (with max. 10 knots tailwind) use 23L and 23 , depending on destination;
  - f. Departures: Restrict those going south or west to use of 23L (west of High Point) until high enough to turn south with minimal noise impact
  - g. Departures: should use 05R to minimize impact on departure corridor. If 05L is used, make immediate turn after takeoff to joint departure corridor for 05R.
  - h. Daytime use of 05L/23R: make every effort to avoid direct overflight of residential areas; use turns after takeoff to use established noise minimizing corridors, even in daytime.
  - i. Revise the Departure Corridors in conjunction with the Noise Abatement Departure Profiles
  - j. Implement a close-in noise abatement departure procedure for all runways (with details)
  - k. Establish Departure Corridors, including I-40 corridor.
  - l. Runway 23R Departures (detailed recommendations for headings)
  - m. Runway 23L Departures (detailed recommendations for headings)
  - n. Runway 05R Departures (detailed recommendations for headings)
  - o. Runway 05L Departures (detailed recommendations for headings)
  - p. Implement Continuous Descent Approach Procedures staying at least 4000' 10 miles out
  - q. Recommendations for IFR arrivals
  - r. Recommendations for VFR arrivals to protect north High Point from low arrivals
4. Lee Burnett Recommendations:

- a. Follow up on High Point Request that Part 150 consider land use measures city has taken
- b. Request Part 150 develop noise abatement nighttime departure procedures and noise abatement nighttime runway approach procedures to restrict nighttime overflights over residential areas based on City's Land Use Plan
- c. Request that Part 150 utilize the NA (or N) metric to develop nighttime noise contours if nighttime flight tracks are changed from those in the EIS, so City can revise land use strategy, as needed
- d. Establish noise office at PTIA for public information on aircraft noise

5. Lucy Smith Recommendations:

- a. Areas adjacent to buyout 65 DNL contour should have some of same options as those within the 65 DNL contour.
- b. Immediately establish collection of and database for aircraft SEL noise events as stated in FEIN and ROD, that PTAA has already committed in order to have for comparison down the road
- c. Determine and regular holding procedures for FedEx arrivals/ altitudes.
- d. Provide public with information /aid for soundproofing; qualified contractors
- e. Establish procedures to restrict FedEx to approved flight patterns/ enforcement
- f. Give current homeowners preferential treatment for noise mitigation over future development areas

6. Fran Ostasiewski Recommendations:

- a. Establish Sales Assistance Program even for outside 65 DNL
- b. Include static engine run-up test pad enclosures (or Hush Houses)
- c. Set up monitoring system for pollutants such as runoff or jet fuel
- d. Establish noise barriers between airport and residential areas such as Cardinal
- e. Request policy exceptions from FAA for concentrated third shift
- f. Request use of 55 DNL contour due to unusual circumstances of night operations
- g. Limit number or type of operations or types of aircraft used in noise forecasts
- h. Modify contours if operational activities exceed the forecasts

7. Florence Gatten Recommendations:

- a. Erect permanent noise barriers at north ends of runways where vegetation was removed.
- b. Expand Sound Proofing area to larger than 65 DNL contour, even to 55 DNL
- c. Have PTAA establish noise monitoring office to process complaints timely

8. Jean Black Recommendations

- a. Require PTAA to comply with noise mitigation measures already committed to in FEIS and ROD, including getting estimated costs for mitigation measures.

- b. Offer buyouts, sound insulation and aviation easements to owners in 65 DNL (not just in 70 DNL) at PTIA expense if federal funds not available.
- c. Consider expanding the same benefits to 60 DNL after receipt of FedEx nighttime noise contours from Andy
- d. Set up Sales Assistance Program, including outside 65 DHL contours
- e. Use only existing runway (23L for arrivals and 5R for departures) for flights to and from the north to minimize impact to Cardinal and other areas north
- f. For all nighttime NE bound departures on 05R, require all flights go straight out over least populated path until reaching a high altitude before turning toward destination.
- g. Immediately cause PTAA to establish the portable based monitor system required by FEIS and install more permanent system in Part 150.
- h. Have static engine run up test pad enclosures (or possible Hush Houses) included in Part 150 especially from 10 p.m to 7a.m.
- i. Establish PTIA airport policy to prohibit static engine run-ups except when properly performed using test pad enclosures or hush-houses
- j. Put noise barriers at the NE end of both runways to alleviate roll out noise for Cardinal
- k. Show 55 DNL contours on all maps (or at least 60 DNL contours as agreed to by Andy).
- l. Limit aviation easements to 20 years or violation of set noise level.

9. Ron Carter Recommendations:

- a. Arrivals: Modify rate of descent and stay at 6000' MSL (not 2800' MSL) from 17 miles out until intercept of glide slope for approach.
- b. Have Approach Control office change current guidelines permitting low arrivals
- c. Departures: change departures on RW 23L to climb rw heading until 1.2 miles dme (distance measuring equipment) then do a climbing left turn heading 110 degrees toward Sedgewfield at about 6000' MSL before taking new heading avoiding much of N. High Point , near 68 corridor.
- d. Departures: change departures on new RW 23R to climb rw heading till 1.2 miles dme and then climb with right turn to heading 300 degrees (over I-40 corridor toward Kernersville at 6000' MSL and then turn on new headings before reaching Kernersville).

10. Scott Gayle Recommendations:

- a. Have 60 DNL contours shown on all maps for Part 150 (already approved by Andy) to assist in review of housing data and nighttime noise readings being prepared (with and without Fed Ex Hub projections) to provide reference point if FAR Part 150 guidelines are ever changed to allow expenditure of funds below 65 DNL in future and to give additional information to city planners. (I do not object to Jean Black's request to also show 55 DNL as was apparently done in Raleigh).
- b. Maps for Part 150 to include data on number of residents and number of homes built before 1975?? which may likely benefit from soundproofing, to assess number needing soundproofing.
- c. Implement noise measurements on periodic basis with sufficient permanent equipment to monitor, and periodic public dissemination of the data, locations to be decided.

- d. Where differences between measured and forecast noise levels are noted, appropriate measures will be taken to address the causes and enforce any guidelines (see Noise Abatement Measure NA-1 Charlotte, approved by FAA)
- e. PTAA to provide monthly reports on late night (10 p.m. to 7a.m.) runway utilization and coordinate with air controllers to manage frequent nighttime operations to enhance voluntary adherence to existing noise mitigation procedures; publish results and compliance or lack thereof (See Measure NA-4 Charlotte, approved by FAA).
- g. Establish public information program to distribute noise and abatement information
- h. PTAA to implement noise insulation program for qualified buildings in 60 DNL contours (this is outside of Part 150 scope and requires PTAA funding)
- i. If technology permits, set goal for soundproofing of all rooms with interior DNL of 40 dB instead of 45 dB.
- j. Part 150 to acquire all mobile homes in 65 DNL contours (can't be soundproofed).
- k. PTAA to acquire all mobile homes in 55 DNL and 60DNL contours with PTAA funds.
- l. Note: In the Charlotte Part 150, the FAA approved many departure/arrival paths similar to those suggested by Lee Whitaker and Ron Carter.
- m. Request PTAA expedite its request for AIP funds (Airport Improvement Program)
- n. Require PTAA to get FAA approval to assess PFC (passenger ticket fees, usually \$4.50 per ticket) for noise mitigation, not expanding physical plants.
- o. Request PTAA use its mitigation funds for communities at 65 DNL or greater
- p. Ask PTAA to revise its estimated costs for Residential Sound Insulation Program (\$6.3M); for Noise and Operations Monitoring System (\$500,000), for land acquisition (\$4.5M) and for roadway noise barriers (\$361,000) to determine adequacy under new contours since the ROD and FEIS numbers were established.

**[NOTE: Don Matthieu responded specifically to Scott Gayle's summary. He emphasized several additional issues in his email dated Wednesday, April 06, 2005 12:25 PM]**