

first look *continued from p. 1:* to the eight flights that FedEx currently operates from the airport. The total of 23 FedEx flights that will operate when the hub opens will ultimately grow to 63 flights per day.

Harris emphasized that this is a public issue. He stressed that, "The most important thing is to solve problems. Our goal is to make this work. The Airport Authority wants to work with the public to resolve noise issues."

Harris then described the Part 150 process. It includes the following components of the "Scope of Work":

- *Development of a detailed database that includes noise-monitoring, operations forecasts and land use data.*
- *Preparation of noise contours to determine existing and future noise issues.*
- *Examination of possible noise mitigation measures.*

- *Preparation of a Noise Exposure Map document, the noise contours and modeling data based on a projected mix of flights and aircraft for 2006 and 2011.*
- *Preparation of a Noise Compatibility Program document, the recommended measures, such as sound insulation, for minimizing aircraft noise in eligible areas. It also addresses issues such as flight procedures and effective land use planning.*
- *Submission of the documents and supporting data to the Federal Aviation Administration.*

"This is the beginning of the process of working together," Harris explained to the audience, noting that many of the questions they asked cannot be answered until the Part 150 process is further along. He encouraged the public to continue to participate. "Public involvement is the most important aspect of Part 150. The more involvement, the better the Study results will fit this community."

Part 150 Examines Land Use

While much attention is paid to aircraft noise and reduction of the noise, the Part 150 Study also considers land use. Chris Ogunrinde of Neighboring Concepts is leading the land use component of the PTIA Part 150 Study. This includes developing comprehensive maps of current land use and zoning, projecting future land use, and making recommendations that will ensure that future development is compatible with the airport operations.

basics *continued from p. 2:* **Maximum Noise Level (Lmax)** is the measurement of a sound at its highest levels, the loudest it gets at any time. This, too, provides particular insight for understanding nighttime noise.



Public Workshop Dec. 6 at Southwest High School

The second in a series of six Part 150 Study public workshops will be held in the Southwest High School auditorium, 7:00 p.m. to 8:30 p.m. on Monday, December 6, 2004. The doors will open at 6:30 p.m. so that the public may view exhibits.

These workshops for the airport noise impact study include informational stations where citizens can learn more about this study. The workshops also provide opportunities for the public to comment on the study.

The first workshop in the series was held on September 13, at Northwest High School (see main story). The remaining workshops will be held at various locations around the airport over the next 18 months. Future workshop locations and dates will be posted on the Part 150 website, www.PTIPart150.com, and will be announced in future newsletters.

Visit Our Website

Visit the Part 150 website for more information about the Part 150 Study process, committee members and meeting reports, and to give us your comments.

www.PTIPart150.com

This newsletter is produced by Andrew S. Harris, Inc., airport noise consultants, the firm conducting the FAR Part 150 Study for the Piedmont Triad International Airport. Contact Andrew Harris at PTIA_P150@asharrisinc.com.

Neighborhood News

November 2004 / Issue 2



Andy Harris introduces the Part 150 Study at a public meeting at Northwest High School.

Workshop Gives Residents First Look at Part 150

Forty-five residents attended the first public workshop of the Piedmont Triad International Airport (PTIA) Part 150 Study at Northwest High School on September 13, 2004. This was the first in a series of six workshops that will be held as part of the Study. The Study is a noise and land use compatibility study that is conducted for the airport under Federal Aviation Regulation Part 150. It is an in-depth process that involves working with the community to create a plan to reduce the impact of aircraft noise. Through the Part 150 process, the Study elements and final documents are developed with input and involvement from the public, government, airport users and the airport authority. The consultants use the tools of noise mitigation to meet the broad interests of the community. The Study will last about two years.

"The purpose of these public workshops is to maximize public participation in the process," said Andy Harris, the lead consultant on the PTIA Part 150 Study. One

way Harris hopes to increase public involvement is to hold the workshops in locations around the airport so that everyone interested will have the opportunity to attend at least one of the public workshops. The next public workshop will be held on December 6, at Southwest High School. "We want this process to be as open and inclusive as we can possibly make it," Harris said. "The whole idea is to get the public involved in decisions that will eventually affect how airplanes fly and where noise is present."

At the September workshop, area residents were given an overview of the Part 150 process and a brief account of how aircraft noise is measured. Most of the 90-minute workshop involved detailed questions from the audience about the Study and the FedEx project that prompted the Study. FedEx plans to open a mid-Atlantic cargo facility at the airport no later than June 2009. When this hub opens, it is expected to add about 15 flights a day see "first look" p. 4

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Advisory Committees Hear Noise

About 20 members of the Part 150 Citizens Advisory Committee visited two noise monitoring sites on the evening of September 14. The site visits were an opportunity for citizens to listen to aircraft departures and arrivals to better understand how a noise monitor captures and calculates the various noise measurements.

“The noise measurement numbers that we discuss in our meetings are most useful to the committee members when they understand how we derive the numbers and how various decibel levels actually sound,” explained Doug Barrett, a community noise expert.



Doug Barrett checks noise monitor.

Barrett managed the noise monitoring at PTIA for the Part 150 Study in August and conducted noise-monitoring demonstrations the evening of September 14. That evening, the committee members, the airport staff, the consultant team, and several reporters visited noise-monitoring sites at the intersection of Fleming Road and Clarkson

Road northeast of the airport and also on Walpole Road off Clinard Farm Road southwest of the airport.

“These demonstrations are an excellent opportunity to put into perspective the numbers we’ve been discussing,” said Andy Harris, the study’s lead consultant.

Noise Basics: Four Ways to Measure Noise

While all noise measurements are described in terms of decibels, four different types of noise measurements were reviewed during the Advisory Committee meetings for the Part 150 Study. They are as follows:

Day-Night Average (DNL) is the total noise exposure in an area over a 24-hour period. The calculations for DNL also factor in a “penalty” of 10 additional decibels for any noise that occurs between 10:00 p.m. and 7:00 a.m. The FAA requires that DNL be used as the primary measure for evaluating aircraft noise and establishing noise mitigation procedures.

The remaining three measures supplement DNL and serve different purposes:

Hourly Noise Level (Leq) includes the total noise exposure in an area in one hour. The Leq is derived from the same measurement and calculations as DNL, but in a one-hour segment instead of a 24-hour period. This provides a more focused “snapshot” of the noise activity during a particular time.

Sound Exposure Level (SEL) is the total “dose” of noise created by one event, such as an aircraft landing. It is the total amount of sound beginning from the time a sound is first heard, increases, reaches its maximum level, and then decreases until it cannot be heard. SEL helps evaluate the potential for sleep disruption and is looked at when evaluating mitigation measures.

see “basics” p. 4

Panels Receive Monitoring Results

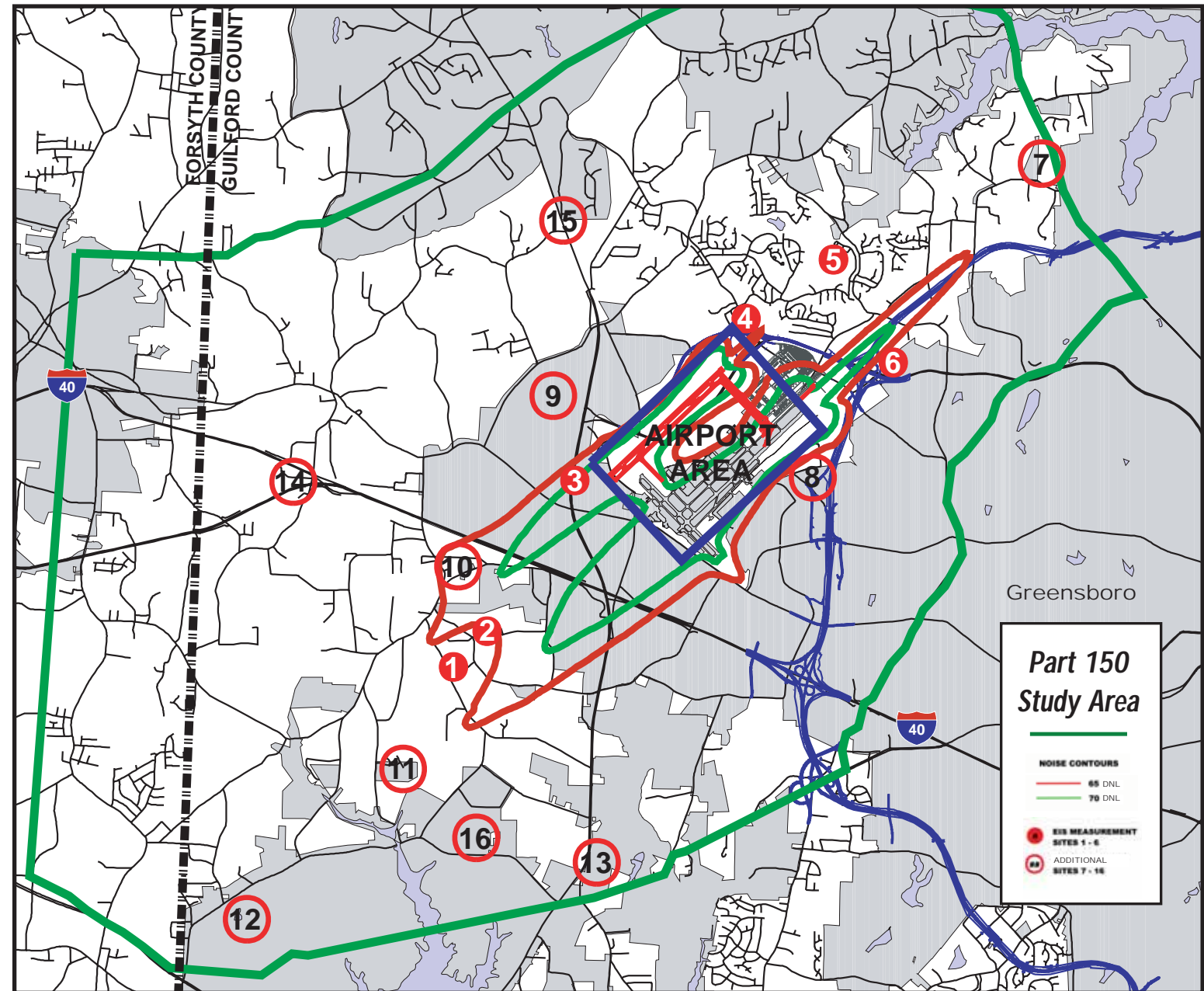
For two weeks in August, engineers monitored 16 locations around the airport for aircraft noise and gathered 1,800 hours of noise measurements. (See the facing map for monitor locations.) The preliminary results of the noise monitoring were presented in September to members of the three advisory committees that are working with the airport’s consultants to develop a plan to reduce airport noise. According to the engineers, the monitoring produced no surprises. (See the table on the facing page.) The advisory committees will receive the final results at their December meetings.

“Noise monitoring is only one piece of the puzzle,” noted Andy Harris, the project’s lead consultant. To get a full picture of how aircraft noise affects the areas surrounding the airport, the Part 150 Study is both measuring noise and modeling noise.

Measuring noise is the process of conducting in-the-field monitoring of aircraft takeoffs and landings. Because the noise monitors measure all sound, the data obtained from noise measurements also factors in environmental noises such as traffic, air conditioners, barking dogs and insects. Measuring helps us to have a sense of relative loudness. For example, what is the difference between takeoffs and landings? It also identifies any unusual noise source that might need to be considered when evaluating options.

Modeling is the process of calculating noise levels based on existing or future scenarios, factoring in the mix of aircraft and how they will operate. It looks exclusively at aircraft noise, not at other sounds in the environment. Modeling allows us to do specific aircraft comparisons, make estimates, and establish a statistically valid picture of the noise experience of an area, not just from a monitoring site.

Noise Monitor Locations



Preliminary Noise Measurement Results

*Data from HMMH (2004)									
Site	Address	Part 150 – August 2-15, 2004				Final Environmental Impact Statement Study			
		Days Monitored	Average DNL	Minimum DNL	Maximum DNL	Days Monitored	Average DNL	Minimum DNL	Maximum DNL
1	4532 Walpole Road, High Point	8	59	57	61	10	63	62	64
2	8027 Thorndike Road, High Point	2	61	61	61	10	63	60	67
3	112 Arrow Road, Greensboro	2	67	67	67	9	64	63	66
4	6504 Lytham Court, Greensboro	4	63	61	63	10	63	60	64
5	3905 Sagamore Drive, Greensboro	8	56	53	58	6	58	53	62
6	2101 Fleming Road, Greensboro	8	65	62	66	9	62	58	65
7	4502 Laurel Run Drive, Greensboro	8	59	54	61	N.A.	N.A.	N.A.	N.A.
8	302 Grassy Meadow Court, Greensboro	2	56	56	57	N.A.	N.A.	N.A.	N.A.
9	709 Brigham Road, Greensboro	2	56	52	58	N.A.	N.A.	N.A.	N.A.
10	8201 Partridge Road, Colfax	8	61	58	62	N.A.	N.A.	N.A.	N.A.
11	4321 Oakton Court, High Point	8	58	55	62	N.A.	N.A.	N.A.	N.A.
12	3898 Fairstone Place, High Point	4	58	56	59	N.A.	N.A.	N.A.	N.A.
13	3732 Pemberton Way, High Point	4	60	57	60	N.A.	N.A.	N.A.	N.A.
14	321 South Bunker Hill Road, Colfax	2	62	61	63	N.A.	N.A.	N.A.	N.A.
15	4103 Brynwood Drive, Greensboro	3	61	58	62	N.A.	N.A.	N.A.	N.A.
16	3303 Timberwolf Avenue, High Point	2	58	56	59	N.A.	N.A.	N.A.	N.A.

Involved Citizens

Who’s Who on the Part 150 Citizen Advisory Committee

Twenty-four Triad area residents have agreed to speak to the interests and concerns of your community by participating in the Piedmont Triad International Airport’s Part 150 noise mitigation study process as members of the Citizens Advisory Committee. We asked each of them to share a little bit about themselves and their interest in the Part 150 Study.

Sandra Anderson/Greensboro

Sandra has owned a land development and residential building company in Greensboro for 25 years. She has joined the committee because "I love our community and region and want the very best possible lives for our families."

Day Atkins/Greensboro

Day was born and raised in the Triad and is currently president of Southern Trade Publications in High Point. "First, as a pilot, I have a keen interest in aviation and hopefully can bring that knowledge to the table. Second, the economic health and growth of my High Point publishing company is aligned with the economic health and growth of the Triad's economy and I am, obviously, interested in seeing both continue to grow."

Grady Barbee/High Point

A corporate incentives consultant, Grady has been a Triad area resident since 1979. "I am here at the request of the mayor to be able to answer the questions of residents in my area."

Jean Black/Greensboro

Jean is a wife, mother and volunteer who has lived in the Prestwick Homes neighborhood (about 1 1/3 miles from the planned new runway) for 12 years. "Our community is concerned because we are going to be negatively impacted with the third runway and an overnight air cargo hub."

Dennis Borugian/High Point

Dennis is a registered professional engineer and chairman of the High Point Planning and Zoning Commission. He and his family have lived in North High Point for almost 20 years. "My primary reason for participating in the Part 150 process is to be able to influence the development of a meaningful noise abatement program. A properly developed noise abatement program can minimize the noise impact on residential areas."

Steve Butler/Oak Ridge

Ron Carter/High Point

Ron is a Triad native; he left the area in 1967 and returned in 1981. A pilot, he spent 34 years with Piedmont Airlines and USAirways. "I was asked to participate in this study strictly as a consultant on the impact on High Point."

Rick Dehnert/Greensboro

A Greensboro resident for ten years, Rick is the director of leasing for Highwoods Properties. "I have both a personal and professional interest in trying to insure that our airport operates in the least intrusive and most productive manner."

Doug Dreyer/Jamestown

Doug has lived in the Triad for 12 years and is vice president, business development for a general contractor in High Point. Through his combination of "personal interests, education and commitment to community service" Doug hopes to "make a difference" on the Part 150 Study.

Dave Fabrizio/Colfax

Dave has lived in the Triad since 1998. He is marketing communications director for a manufacturing company and a member of the Northwest Neighborhood Alliance. "I want to help the Triad area grow in a logical manner. Hopefully input from these committees will result in a growth plan that benefits the area economically and at the same time preserves quality of life."

Jeff Garstka/Greensboro

Jeff is currently the manager of communications and investor relations for the Greensboro Economic Development Partnership. "With a career in economic development and living in close proximity to PTIA, I have dual interest in this process from a professional and personal standpoint. I also serve on a homeowner’s association board that is very interested in the outcome."

Alternates: (Greensboro) Richard Black, Fran Ostasiewski, Bob Walcot; (High Point) Michelle Amadore, Mike Poster, Dan Reynolds, Don Webb; (Summerfield alternate) George Lockhart

Scott C. Gayle/High Point

Scott is an attorney with Tuggle Duggins & Meschan, PA in downtown Greensboro. He was born in the Triad and has lived here most of his life. Scott's goal is "to help identify noise reduction methods that can help protect quality of life in High Point and all other surrounding areas affected by the FedEx Hub."

Gil Happel/Greensboro

Gil is a commercial pilot for USAirways. He has lived in the Guilford College area for 35 years and is married with two daughters. Happel is skeptical about the Part 150 Study: "I'm interested to see how another million dollars plus can be wasted on this project that can possibly be of little benefit to the people who live in the areas surrounding the airport."

Ginger Plyler Hightower/High Point

Ginger has lived in the Triad for nearly seven years and is recently married. She is the communication manager for the Greensboro Chamber of Commerce. "I wanted to have a voice for the homeowners association of which I am a member. I am excited to be a part of this process and look forward to communicating what I have learned with those in my neighborhood."

Don Mattieu/Rockingham County

Brett McDaniel/High Point

Brett has lived in the Triad for eight years and has two young children. As a business owner serving High Point, Greensboro and Winston-Salem, Brett brings a Triad-wide perspective to the committee. "I want to be more knowledgeable for the citizens that I run across in the Triad."

Rick Reed/Winston-Salem

Rick is an aerospace engineer and commercial pilot with 25 years in airline and general aviation companies. "I am interested in the project and in successful, positive development of the PTIA and the Triad area."

Sharon Richmond/Kernersville

Sharon, a landscape architect currently working as a city planner, has lived in Kernersville for ten years. She is "interested in the Part 150 process to see if the planned routes will remain the same or if they will shift closer to the Kernersville area, also generally interested in all regional Triad issues."

John Roberts/Greensboro

John is a vice president with Merrill Lynch, where he has worked for nearly 25 years. He and his wife Elaine moved to Greensboro in 1976. "As a resident of northwest Greensboro, I am concerned about how FedEx will affect my neighborhood and community. We enjoy living here, but we are worried about the declining quality of life."

Lucy Smith/Summerfield

Lucy and her family have lived in the Triad for six years. She is anxious to see the committee’s opinions incorporated into the Part 150 Study and hopes to ensure "the best outcome possible for my community and county, which includes any possible guidelines for the airport and its clients that could alleviate the future personal, financial, quality of life and overall well being of those affected."

Michael Solomon/Greensboro

Michael is a 25-year Greensboro resident. He is an environmental engineer by training and is currently the manager of investment real estate for Jefferson Pilot. "I am interested in economic development versus quality of life issues."

Harrison Turner/Greensboro

A Greensboro resident since 1976, Harrison is a dermatologist who spent four years as a flight surgeon in the US Air Force. He served as chairman of "Get the Facts" initiative of the Greensboro Chamber of Commerce. "I strongly support FedEx and its economic impact on our area" and want to "be able to respond to questions re: noise and environment."

Janie M. Wheeler, J.D./Greensboro

Janie has lived in the Triad for 12 years. A non-practicing attorney, she is an education consultant with more than 20 years’ experience in educational administration and community organization. Janie is involved in the Part 150 process as "a service to the community" and as someone who "understands various needs of the community, its citizens and its leadership."

Lee Whitaker/High Point

Lee and his wife have lived in North High Point for ten years. He is a professional pilot with American Airlines and a retired US Air Force pilot. Lee brings to the Citizens Committee his aviation experience as well as "discussions with and presentations to High Point City Council regarding noise abatement procedures in use throughout the US."