

NOISE STUDY TAKING SHAPE continued from p.1:

"The measures presented in this report were developed after our noise experts looked at various possible mitigation measures and their potential impact on future noise at the airport," Harris said.

"We have had some good and lively discussion about these measures at the June committee meetings and in a subsequent e-mail exchange in June and early July. The next step is for us to assimilate the most recent comments and to seek further information before we revise the report."

The Advisory Committees will meet again in September to review the updated document and to provide further comment.

These quarterly Advisory Committee meetings are an essential element of the Part 150 Study, 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 program to reduce the impact of aircraft noise.

page 4

The goal of the study is to establish a set of measures to reduce the impacts of aircraft noise and to avoid potential new noise impacts, Harris told committee members in June. This Part 150 study begins with two factors in place that will affect noise impacts: 1) head-to-head operations that will direct nighttime air traffic to the southwest of the airport and 2) good land use planning around the airport.

The FedEx hub is located at the northeast end of the airport to permit efficient operation of the hub. This orientation will allow planes to arrive from the southwest and to depart to the southwest, reducing taxiing time and creating the greatest efficiency of hub operations. As a result, nighttime air traffic will fly in the area southwest of the airport most of the time, avoiding neighborhoods near the new runway immediately to the northeast of the airport.

Some neighborhoods of north High Point will be exposed to noise from additional nighttime operations associated with the FedEx hub, Harris said. However, good planning has allowed minimal residential development to the immediate southwest of the airport, he added.

With two noise mitigation factors already in place, the Part 150 committees are examining a number of additional potential measures that will reduce the noise impact.

In June, the committees discussed the consultant's report, asked questions, offered additional suggestions and shared ideas. As the process continues, additional information is being gathered in discussions with the FAA, FedEx, local planners and others.

"No final recommendations have been made," Harris emphasized. "Some of the measures involve multiple options to consider and further information to be gathered. We still have important work to do."

At the regularly scheduled Advisory Committees meetings in September, the process will continue. When the September discussions are concluded, the consultants will draft the Noise Compatibility Program document for final committee review prior to meetings in December.

A public hearing will be held in early 2006 for public comment prior to submitting the Noise Compatibility Program documents to the Airport Authority for approval.



Public Workshop at Colfax Elementary

A public workshop on the airport's Part 150 Study will be held 7:00 p.m. Monday, September 12, 2005 at the Colfax Elementary School multi-purpose room.

The workshop is the fourth in a series of public meetings included as part of the airport noise impact study. Citizens can learn more about this study through brief presentations by the Part 150 consultant team. The workshops also provide opportunities for the public to comment on the study.

All meetings are from 7:00 p.m. to 8:30 p.m., with doors opening at 6:30 p.m. so that the public may view exhibits.

Advisory Committees Meet in September

Each of the Part 150 Study Advisory Committees meets quarterly. The next series of meetings will be held Tuesday, September 13, 2005. While the meetings are working sessions, the public is invited to attend and observe. The September meetings will be held at the Airport Marriott at the following times:

- Government Committee
10:00 a.m., September 13
- Airport Users Committee
1:00 p.m., September 13
- Citizens Committee Meeting
7:00 p.m., September 13

Visit Our Website

Visit the Part 150 website for more information about the Part 150 Study process, committee members, maps and more.

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 andy@asharrisinc.com.

Neighborhood News

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Noise Study Taking Shape



Part 150 Advisory Committee members are reviewing potential measures for reducing the impact of airport noise. Among the possibilities: Require louder aircraft to use specific runways during nighttime operations.

Specific measures presented to advisory committees.

A number of new measures may be put in place at Piedmont Triad International Airport in an effort to reduce the impact of airport noise on nearby residents, according to a report released to Part 150 Advisory Committee members at a series of June meetings.

Jets might be directed to fly at higher altitudes on approach to PTIA, for example. Aircraft might also stay on certain flight tracks longer as they leave the airport and it may be recommended some aircraft use certain runways at night to lessen the noise around the airport.

The report was prepared by Andrew Harris, an airport noise consultant who has been working with three advisory committees for the past year to find ways to lessen noise around the airport once a FedEx mid-Atlantic hub opens in 2009. Harris, an authority on airport noise, was hired by the Airport Authority in early 2004 to conduct PTIA's first Part 150 Study.

continued on p.4

IDEAS FOR REDUCING NOISE

Part 150 Advisory Committee members and the noise consultants are considering a number of potential mitigation measures to reduce the noise impact of the new FedEx hub at Piedmont Triad International Airport. Among those measures under review:

- Noise barriers at various sites around the airport.
- Preferential runway use (including head-to-head operations at night).
- Flight corridors for arrival and departure.
- Restrictions in use of auxiliary powers sources.
- Abatement departure profiles.
- Require specific approach procedures.
- Sound insulation of residences and other noise-sensitive land uses where DNL exceeds 65 dB.
- Noise easement purchase where DNL exceeds 65 dB.
- Property acquisition where DNL exceeds 70 dB.
- Compatible use zoning.
- Establish a noise function at PTIA to manage implementation of the Noise Compatibility Program.
- Install and operate an aircraft noise and operations monitoring system.
- Examine sales assistance options.
- Publish DNL contours for levels lower than 65 dB.

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THE ROLE OF 727s

The role of Boeing 727 aircraft became a focus of discussion at the June meetings of the Part 150 Advisory Committees because it is the noisiest of the aircraft still in operation.



Boeing 727 airplanes are the wildcard in predicting future noise levels.

“From a noise standpoint, the difference between 727s and the newer jets is substantial,” Andy Harris, project manager for the Part 150 Study, told members of three advisory committees that met in June. “Often people are amazed when they see the comparisons or hear the differences.”

A number of airlines and cargo carriers, including FedEx, still use 727s, though these aging aircraft are not fuel efficient and are gradually disappearing from airline fleets across the country.

The role of 727s at Piedmont Triad International Airport in future years is important when working to establish noise mitigation measures because the

absence of 727s will have a significant impact on noise contours.

Some committee members would like to find a way to force the jets out of use and have asked project consultants to investigate that possibility.

In the meantime, Harris and the project team are playing it safe.

“FedEx is replacing the 727s.

However, there is no firm plan that they will leave the FedEx fleet before 2014,” Harris explains. “Since we must assume that they will remain, the noise contours expand farther into the community than without 727s. This way the Noise Compatibility Program will include measures to mitigate impacts of 727 operation.”

“If FedEx replaces its 727s more quickly, that’s an added benefit.”

ON THE GROUND: ZONING AND LAND USE

Smart choices about development on the ground are just as important as what takes place in the airspace over Piedmont Triad International Airport, Andy Harris, an aviation noise consultant heading up the PTIA Part 150 Study, told Advisory Committee members at a series of meetings in June.

“Communities benefit when zoning is done in ways that allow for future development that is compatible with noise from airport operations,” Harris said.

The community has already benefited from good decisions by local jurisdictions around the airport, Harris said. Flight paths have been well protected

“In the Triad, planning boards have the opportunity to be more protective than permissive in the areas closest to PTIA,” Harris explains.

northeast of the existing runway and southwest of the airport.

Because PTIA is conducting a Part 150 Study well before FedEx operations are underway, long-term zoning and land use can be influenced by the Study’s recommendations, Harris added.

“So many airports have enormous residential development very close in, leaving local zoning authorities and the airport with little leeway. In the Triad, planning boards

have the opportunity to be more protective than permissive in the areas closest to PTIA,” Harris explained.

“Zoning is not permanent. It is a community and political process, not one that is dictated by airport operations or controlled by our Part 150 Study,” Harris said.

“Community residents should encourage their land use decision-makers to be conservative to prevent future problems in areas near the airport.”

Looking Ahead: PTIA 2014

Andy Harris, lead consultant for the Part 150 Study, announced during the June Advisory Committee meetings that the study team had decided to look at noise contours projected for 2014 when making decisions about the future impact of airport noise.

“The 2014 contours are significant,” Harris said, “because that is the year when FedEx anticipates the full build-out of its hub operations.”

A recent change in FAA guidelines now makes it possible for the Piedmont Triad International Airport study to project noise impacts more than five years into the future.

The study team had originally planned to review noise contours for 2011, five years after the initial study had been completed in 2006. FAA guidelines at the time required that a Part 150 study look no more than five years into the future when creating a noise compatibility program.

Despite that restriction, the study team, at the urging of Advisory Committee members, had already decided to create study data for the year 2014 in addition to the 2011 projections. Noise contours created by the consultant team for the year 2014 are included on the facing page.

Advisory Committee members and the study team agreed last year that despite the FAA guidelines, the 2014 date made sense in this case.

FedEx expects to begin hub operations at Piedmont Triad International Airport no later than June 2009. It will begin hub operations with a total of 23 daily flights, including the nine daily flights already operating at the airport.

The hub is expected to continue to operate roughly 23 flights a day until 2014, when the facility is expected to increase air traffic to 63 flights per day.

“Obviously, it makes more sense to look ahead to the time when FedEx is operating at capacity when making decisions about potential noise mitigation,” Harris said. “Now the FAA will allow us to do that for the future year in this study.”

