

committees *continued from p. 1:* "The three committees ensure that the Noise Compatibility Program, the end result of the Part 150 Study, is informed by input from the Triad community," says Andy Harris, project manager for the Part 150 Study. The committees are:

Citizens Advisory Committee – This committee is made up of 23 people (plus several alternates) from six airport area zones comprising Greensboro, Guilford County, High Point, Kernersville, Forsyth County, Summerfield and Oak Ridge [see map p. 3]. This committee reflects a range of interests and viewpoints, including people who have opposed the airport expansion project and those who have supported it.

Government Advisory Committee – This committee of 21 elected and appointed

government officials involves the seven cities, towns and counties in the vicinity of the airport, as well as representatives of state and federal agencies that are concerned with airports and land use planning.

Airport Users Advisory Committee – Each of the major airlines, cargo carriers, general aviation companies, corporate aviation facilities and other airport tenants have a representative on this 26-member committee.

The role of the committees is to be advisors to the Airport Authority in the Part 150 process. A final report, the Noise Compatibility Program, will be submitted to the Airport Authority at the end of the study. Once the Airport Authority accepts that report, it must then be submitted to the FAA, which will have final authority over the Part 150 conclusions.

Committee Members Will Listen to Aircraft Noise in September

An August 12 visit to noise monitoring sites was arranged in response to the advisory committee members' desire to hear first hand various levels of aircraft noise. On August 12 the event was canceled because of stormy weather related to Hurricane Bonnie.

Members of the Part 150 Study advisory committees will have another opportunity to listen to aircraft noise at a site visit that will be scheduled in conjunction with the September advisory committee meetings (See schedule Page 2).

These committees, composed of citizens living near the airport, government officials, airline representatives and other airport users, are part of the airport's Part 150 study.



Public Workshop September 13 at Northwest High School

A series of six public workshops will be held during the course of the Part 150 Study. The first of these will be held at Northwest High School, 7:00 p.m., Monday, September 13, 2004. The workshops will include informational stations where citizens can learn more about the study and will provide opportunities for the public to comment on the study.

The five remaining public workshops will be held at different locations around the airport. The second public workshop will be held in conjunction with the advisory committee meetings the week of December 6, 2004. Updates will be posted on our website, www.PTIPart150.com.

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. See *Andy Harris bio p. 2*

Neighborhood News

August 2004 / Issue 1

Part 150 Committees Get Down to Work

Three local committees were created last spring to consider the noise impact of the expansion of the Piedmont Triad International Airport. The advisory committees met for the first time in early June and will meet quarterly over the next two years.

As one aspect of the Part 150 Study, the committees provide the perspective of citizens, government agencies and airport users to the airport noise analysis and resulting noise management plan.

see "committees" p. 4



Members of the Citizens Advisory Committee meeting in June at the Airport Marriott.

What Is a Part 150 Noise Study?

Every day, airport operations and flight management decisions are based on two factors: safety and efficiency. A Part 150 Study requires that a third factor – noise impact – be considered.

A Part 150 Study is a noise and land use compatibility study that is conducted under Federal Aviation Regulation Part 150. It is an in-depth process that involves working with the community to address its concerns, developing a detailed analysis of noise levels and variables, and creating a plan to reduce the impact of aircraft noise.

Under a grant from the FAA, a consulting team led by Andy Harris conducts the Part 150 Study (also referred to as an Airport Noise Compatibility Study). The study will take about two years and will result in a

detailed report that will be given to the Piedmont Triad Airport Authority and to the FAA for approval.

The Part 150 Study includes:

- Noise exposure measurements and maps: detailed descriptions of noise levels at various locations in a community for existing and future conditions.
- Flight operations mitigation: an examination of flight patterns and runway use procedures that could reduce the effect of airport noise.
- Land use compatibility: consideration of the purchase of properties, sound insulation and other possibilities for land use planning around the airport.



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Project Manager Has Worked On Airport Projects Around the Globe



Andy Harris

Andy Harris, project manager for the Part 150 Study, is president of Andrew S. Harris, Inc. a consulting firm specializing in airport noise assessment and control.

ordinances, and management of noise compatibility programs.

Harris has headed projects for the U.S. Department of Transportation, the FAA, the Environmental Protection Agency, the U.S. Department of Justice, the Navy and Air Force, as well as for state and local agencies and authorities.

In addition to managing the Part 150 Study for the Piedmont Triad International Airport, Harris's ongoing work includes Part 150 Studies at the Charlotte-Douglas International Airport and the Denver International Airport. He also works in the Peoples' Republic of China developing airport noise control policies and programs.

With more than 30 years of experience in noise control at airports, he is active in management and technical analysis of a wide variety of airport noise projects, including Airport Master Plan studies, Part 150 noise and land use compatibility studies, Environmental Assessments, Environmental Impact Statements, development of noise rules, insulation of buildings, development of noise-related land use

Advisory Committee Meeting Schedule 2004

September 14
Citizens, 7:00 p.m.

September 15
Government, 10:00 a.m.

September 15
Airport Users, 1:00 p.m.

December 7
Citizens, 7:00 p.m.

December 8
Government, 10:00 a.m.

December 8
Airport Users, 1:00 p.m.

All meetings will be held at the Airport Marriott

Noise Monitoring August 2-16

One of the first technical tasks in the Part 150 Study is to conduct noise measurements around the airport. HMMH, the acoustics consulting firm hired to perform the noise monitoring, began measurements on August 2 and concluded on August 16.

HMMH conducted measurements over the two-week period at 16 locations. Six of those locations duplicated the locations in the measurement program undertaken for the FEIS study. With the help of the committees, an additional ten locations were identified for the Part 150 Study.

HMMH used six portable noise monitors capable of extended, continuous, unattended operations that meet the American National Standards Institute requirements. These units can measure the full spectrum of noise metrics including single event and cumulative exposure.

Analysis of the information gathered by the monitors will be a topic of discussion at the September advisory committee meetings.

Noise Basics: How We Measure Aircraft Noise

The noise an airplane makes depends on a number of factors including the type of aircraft and types of engines, the weather and wind conditions, and whether the plane is landing or taking off. All of these factors are taken into consideration when describing aircraft noise.

The standard way of measuring noise levels around an airport is by calculating DNL (Day-Night Sound Level) over a 24-hour period. DNL is a cumulative measure of all of the noise events during a typical day, taking into account aircraft sound levels, number of flights, time of day and flight paths.

In the DNL calculation, nighttime flights (10:00 p.m. to 7:00 a.m.) are "weighted" ten decibels higher (about twice as loud as they actually are) than the otherwise equivalent daytime flights. This takes into account the greater sensitivity to noise during these hours.

Another calculation, SEL (Sound Exposure Level), measures the sound made by a single aircraft. SEL data are also used in the Part 150 study to gain a full understanding of noise impact around the airport.

