



FAR Part 150 Implementation

Fly Quiet Committee Kick-Off Meeting

October 29, 2014



Agenda

- ▶ Kick-off the Fly Quiet Committee
- ▶ Discuss the background of the project
- ▶ Introduce the objectives of the Fly Quiet Program
- ▶ Discuss next steps.

Fly Quiet Committee

- ▶ **Contribute input on how the airport can better work with the local community**
- ▶ **Assist in the establishment of Fly Quiet Program guidelines to address specific noise concerns**
- ▶ **Identify areas of improvement for Airport operations**
- ▶ **Two committee meetings**

Background – Part 150 Noise Compatibility Study

- ▶ **Voluntary noise exposure and land use compatibility study conducted in 2010.**
 - Identified existing noise exposure
 - Identified potential future noise exposure (5-year horizon)
 - Evaluated various alternatives to reduce the number of people affected by noise
 - Made recommendations as to viable noise abatement/mitigation measures to reduce the number of people affected by noise.

▶ **Background** CONTINUED

- ▶ The Study consisted of two distinct, but complementary portions: Noise Exposure Maps (NEMs) and a Noise Compatibility Program (NCP).
- ▶ Both the W.K. Kellogg NEMs and NCP were accepted and approved by the Federal Aviation Administration.
- ▶ Approved measures contained in the Noise Compatibility Program are eligible for Federal funding.

Noise Abatement Actions

- ▶ **Part 150 Studies Focus on Two Categories:**
 - Noise Abatement
 - Land Use
- ▶ **Residential Land Use within the Existing 65 DNL or Greater Noise Contour Are Not Compatible Unless the Residence has Sound Attenuated Features**
- ▶ **Approved Recommendations which reduce exposure to 65 DNL are eligible for Federal Funding**
- ▶ **All Recommendations are **Voluntary** and subject to availability of **Funding****

Existing (2009) Noise Exposure Map

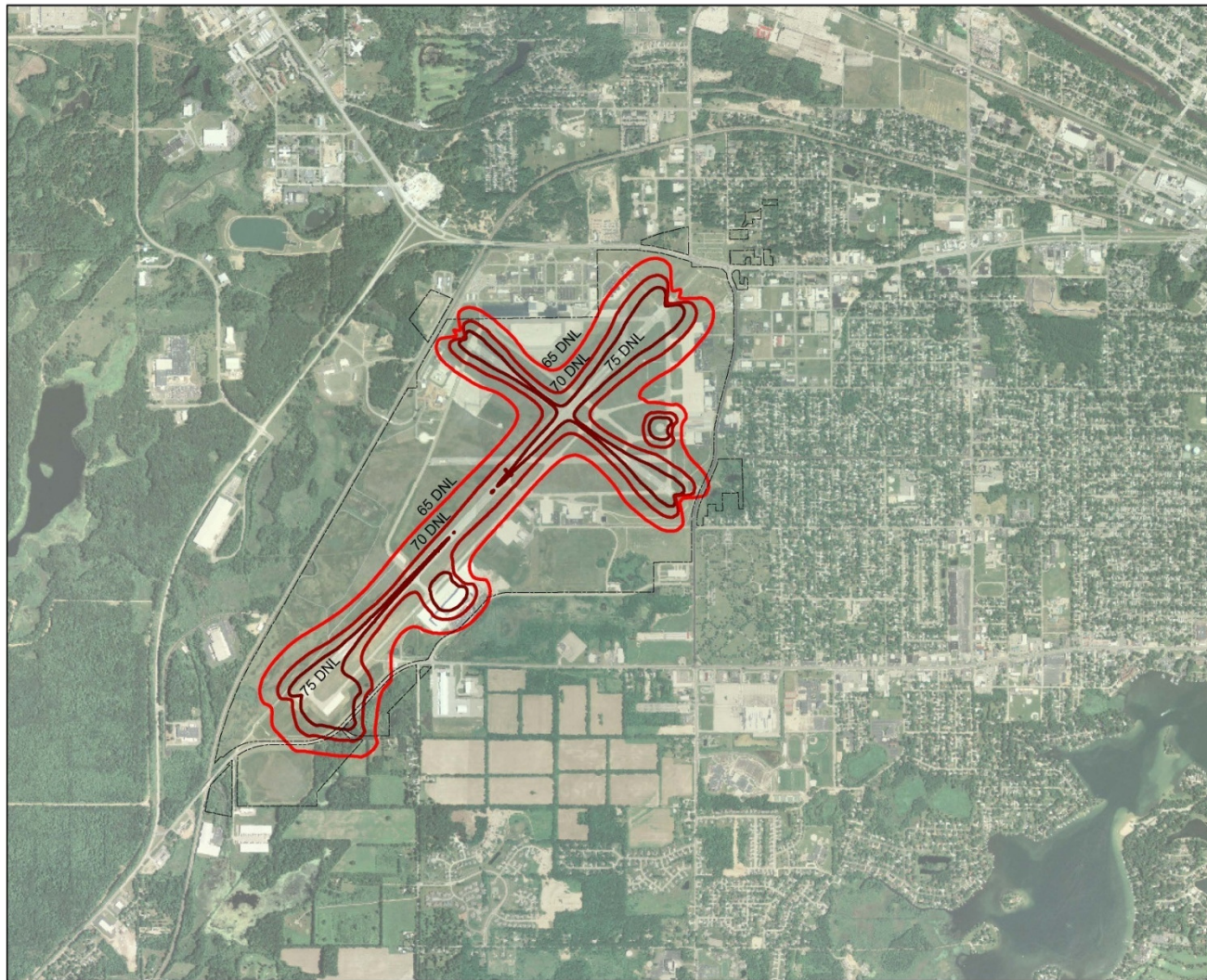


Figure D19 Existing 2009 DNL Noise Contour

Legend

Existing 2009 DNL Contours

- CONTOUR_65-0
- CONTOUR_70-0
- CONTOUR_75-0

The 65 DNL contour contains approximately 533 acres, 1 residential structure and 3 people.

The 70 DNL contour contains approximately 267 acres, no residential structure and no people.

The 75 DNL contour contains approximately 107 acres, no residential structures and no people.

Planning jurisdictions are shown on the map.

Noise measurement sites and flight tracks are depicted on the Noise Measurement Sites and Flight Tracks Maps.

Residential land use, as defined by FAR Part 150, is an incompatible use without proper sound attenuation within the 65 DNL or greater contour.

The Noise Exposure Maps and accompanying documentation for the Noise Exposure Map for WK Kellogg Airport, submitted in accordance with FAR Part 150 with the best available information, are hereby certified as true and complete to the best of my knowledge and belief.

In addition, it is hereby certified that the public was afforded the opportunity to review and comment on the document and its contents.

Signed _____ Date _____



Future (2015) Noise Exposure Map

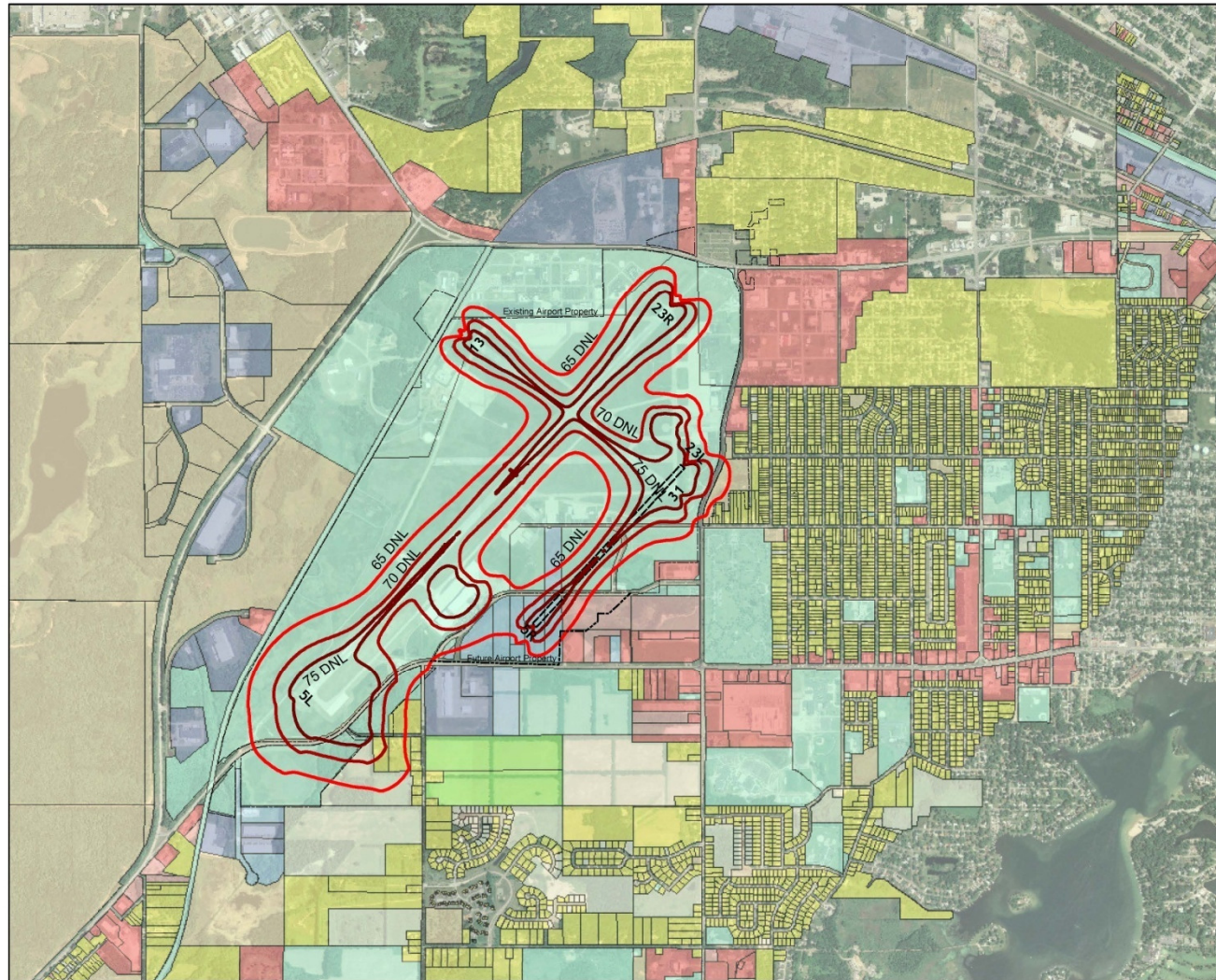


Figure 11 Future Noise Exposure Map with Existing Land Use (2015)

Legend

2015 Base Case 5/18/2010

- CONTOUR_65-0
- CONTOUR_70-0
- CONTOUR_75-0

Future Runway

Existing Land Use

- Commercial
- Commercial Vacant
- Industrial
- Industrial Vacant
- Residential
- Residential Vacant
- Agricultural Vacant
- Exempt
- Exempt Vacant

The 65 DNL contour contains approximately 794 acres, 6 residential structures and 16 people.

The 70 DNL contour contains approximately 358 acres, no residential structure and no people.

The 75 DNL contour contains approximately 74 acres, no residential structures and no people.

Planning jurisdictions are shown on the map.

Noise measurement sites and flight tracks are depicted on the Noise Measurement Sites and Flight Tracks Maps.

Residential land use, as defined by FAR Part 150, is an incompatible use without proper sound attenuation within the 65 DNL or greater contour.

The Noise Exposure Maps and accompanying documentation for the Noise Exposure Map for WK Kellogg Airport, submitted in accordance with FAR Part 150 with the best available information, are hereby certified as true and complete to the best of my knowledge and belief.

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Forecast Comparison

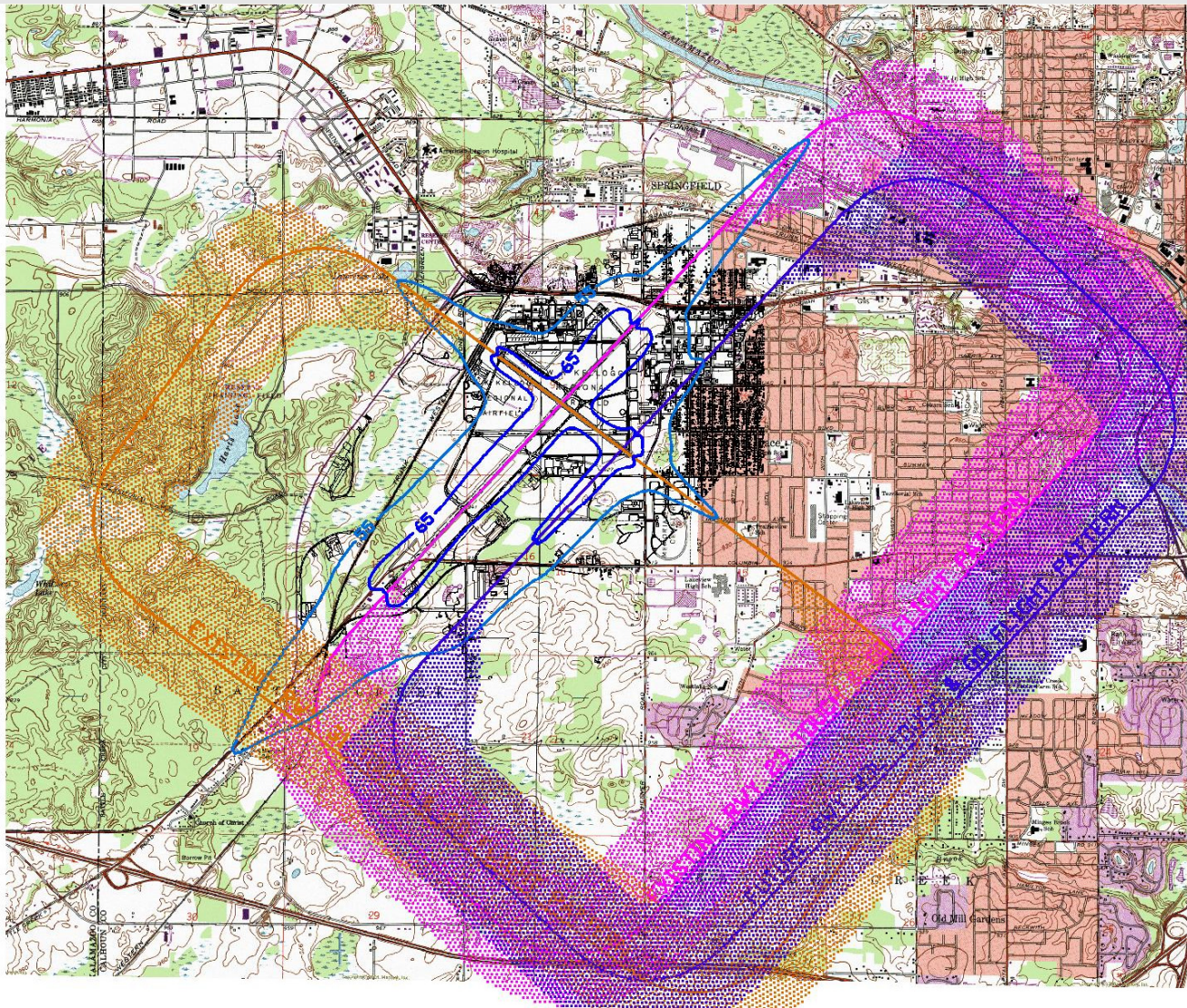
	Part 150 Noise Study		FAA Air Traffic Activity System (ATADS)	
	2007	2014	2013	2014*
Air Carrier/Air Taxi	824	1,131	804	779
GA Itinerant	46,379	57,805	29,968	23,286
GA Local	54,733	76,626	50,163	36,839
Military Itinerant	2,738	1,482	671	410
Military Local	492	78	709	873
TOTAL	105,166	131,122	82,315	62,187

*Current to date

2014 Projected Operations

- ▶ Part 150 Noise Study 2014 projected operations: **131,122**
- ▶ FAA Air Traffic Activity System 2014 projected operations (to date): **62,187**

Part 150 Noise Study projection overestimated operations. Therefore, this accounted for a conservative approach for evaluating potential noise issues.



**Typical Pattern
Altitude**

**1,000' Single
Engine
Aircraft**
**1,500' Multi-
Engine
Aircraft**
**2,000' Turbine
Aircraft**

Part 150 Noise Study – Noise Abatement Recommendations

- ▶ **Recommendation 1:** Voluntarily Acquire Property within 65 DNL Noise Contour
- ▶ **Recommendation 2:** Voluntarily Sound Insulate Homes **Not Approved**
- ▶ **Recommendation 3:** Ground Run-Up Enclosure **Not Approved**
- ▶ **Recommendation 4:** Recommend Jurisdictions Implement Land Use Controls **Not
FAA**
- ▶ **Recommendation 5 –** Development and Implementation of Fly Quiet Program
- ▶ **Recommendation 6 –** Continue the Study Input Committee
- ▶ **Recommendation 7 –** Review and Update the Part 150 Study as Needed

Noise Contours

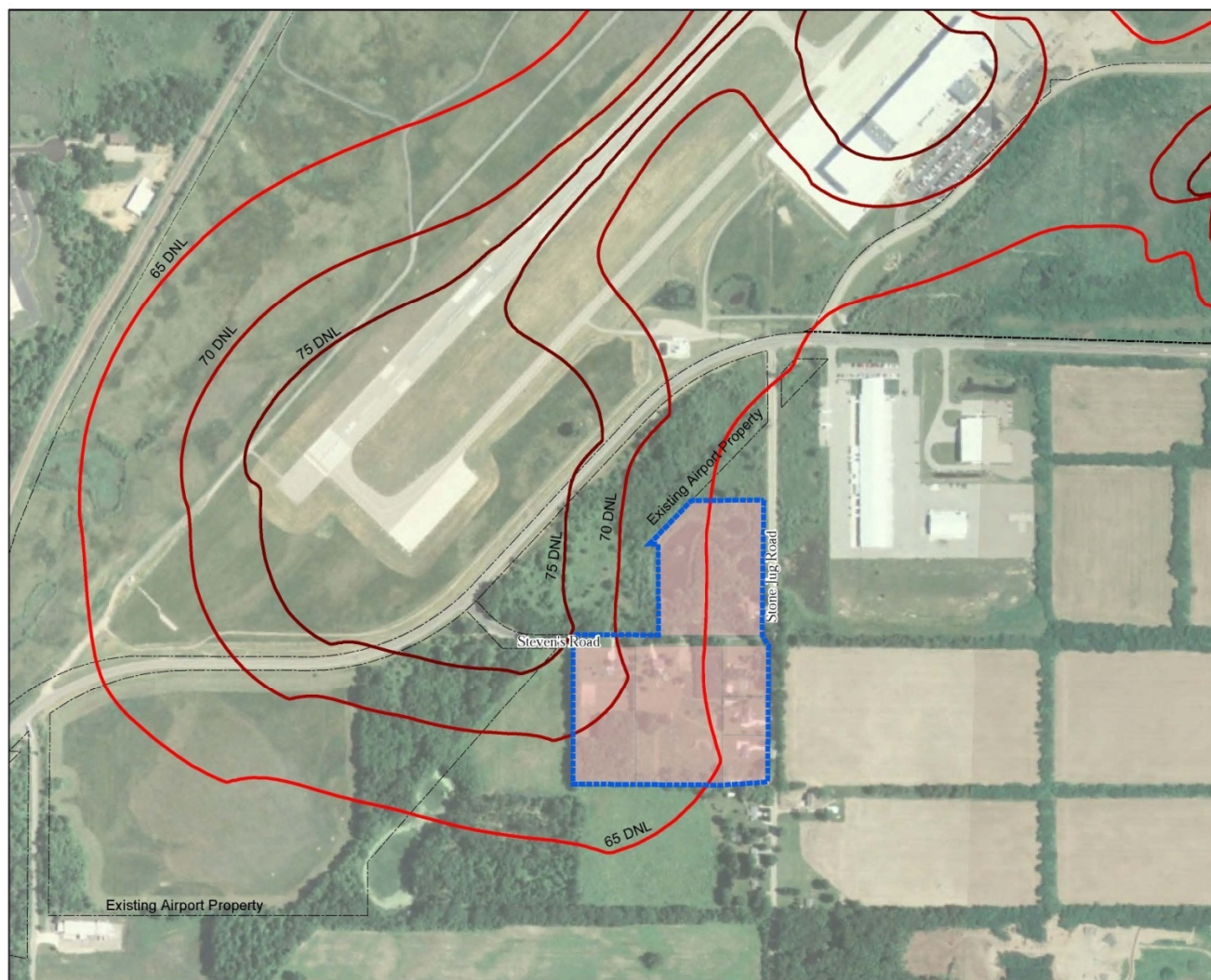


Figure I4 **Eligibility Boundary**
Future 2015 DNL Noise Contour

Legend

2015 Base Case 5/18/2010

CONTOUR_65-0

CONTOUR_70-0

CONTOUR_75-0

Property Acquisitions

Eligibility Boundary



Changes since the completion of the Part 150 Noise Study

- ▶ New runway is operational
- ▶ All homes in the 65 DNL were acquired

Fly Quiet Program

Scoping and Preliminary Alternatives Discussion

- ▶ **Federal Regulations and eligibility criteria – “What we can and can’t do”**
- ▶ **Identification of existing noise issues**
 - Flight tracks (associated with the new runway)
 - Nighttime operations
- ▶ **Potential Voluntary Noise Alternatives**
 - Noise Monitoring
 - Flight Track Adherence
 - Operational Considerations

Next Steps

- ▶ **Development of Voluntary Noise Alternatives**
- ▶ **Discussion of Voluntary Noise Alternatives at next meeting**
- ▶ **Public outreach**

Comments and Additional Information

- ▶ **Comment Sheets Available Today or
Send Comments to:**
- ▶ **Ms. Jen Wolchansky**
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 - Denver, Colorado 80202
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 - Jennifer.Wolchansky@meadhunt.com