

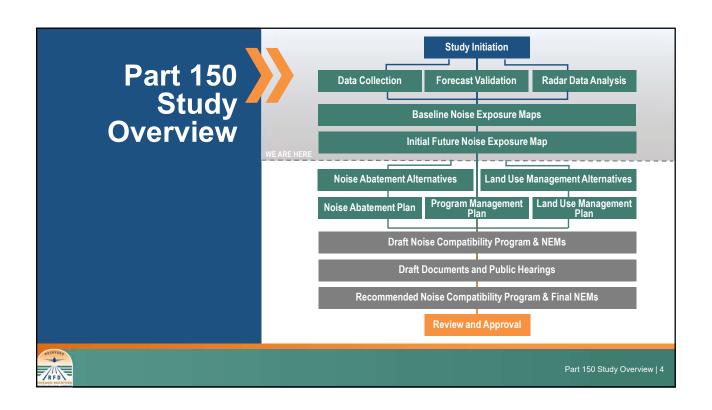
## Comments & Questions

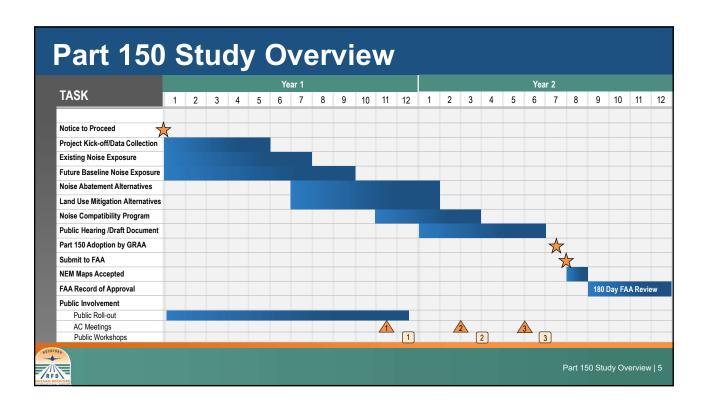
- All meeting attendees are muted
- Questions will be addressed during Question and Answer breaks
- Questions can be submitted through
  - Q&A : Attendee can type questions or comments
  - Raise Hand :: Attendee can "Raise Hand", the attendee will be unmuted in order to verbally ask their question or make a comment
  - <u>Study Website</u>: Comments and questions can also be submitted via the study website contact page: https://www.airportprojects.net/rfd-part150/contact/

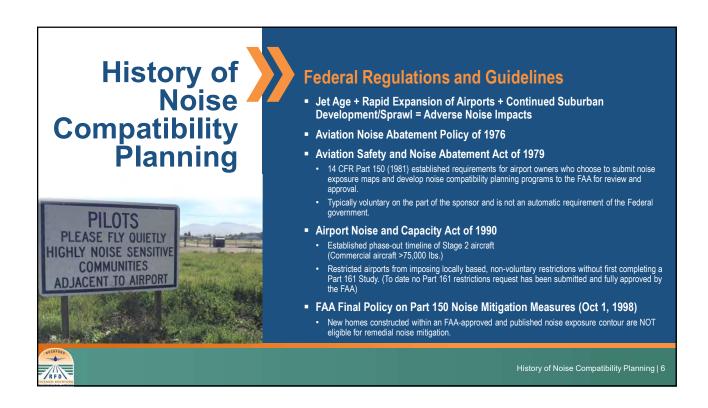


Comments & Questions | 2









#### **Previous Studies**

Established existing noise abatement measures in place at RFD

- 1990 Part 150 Study
- 1995 Part 150 Study
- 2003 Part 150 Study
- 2012 NEM Update

# History of Noise Compatibility Planning at RFD

#### This Part 150 Update will...

- Update Noise Exposure Maps for Existing (2020) and Future (2027) Baseline conditions
- Review existing NCP
- Modify existing NCP measures where necessary
- Recommend new noise abatement and/or land use mitigation measures based on land use incompatibilities within the 65+ DNL noise contour



History of Noise Compatibility Planning at RFD | 7

# Part 150 Noise Compatibility Study Study Study STAND SHART SOFT OF TOCESS AND STAND SHART SOF

#### **Overview**

- Code of Federal Regulations (14 CFR) Part 150
  - Established requirements for airport owners who choose to submit noise exposure maps and develop noise compatibility planning programs for FAA review and approval
  - Part 150 Studies undertake an in depth and public oriented approach to noise and compatible land use
- Part 150 Studies Are Planning Studies
  - Identify noise and land use impacts that exist today and in the future
  - Work to develop solutions within the FAA's framework
- Part 150 Studies can open funding sources
  - Following 14 CFR Part 150 guidelines makes airport eligible to apply for grants for implementing recommendations of the study
  - Funding is subject to availability and not guaranteed
- Part 150 Studies Do Not:
  - · Recommend closing an airport or implementing mandatory restrictions on aircraft
  - · Give environmental approval for implementing noise abatement or land use programs



Part 150 Noise Compatibility Study Process | 8

#### **Noise Exposure Maps**

- Description of the noise levels for existing and future (+5 years) conditions
- Future condition should take into account any changes (physical or operational) that may have an effect on the noise levels around the airport
  - Examples of physical changes may include: runway threshold relocation, changes in terminal/gate layout, new aircraft parking facilities
  - Examples of operational changes may include: changes in aircraft operating levels, and fleet mix, new flight tracks, new destinations

## Essential Elements of a Part 150 Study



- Recommendations for reducing, minimizing, and/or mitigating aircraft noise and land use conflicts
  - Noise Abatement
  - · Land Use Mitigation
  - Program Management



Essential Elements of a Part 150 Study I 9

## Public Involvement

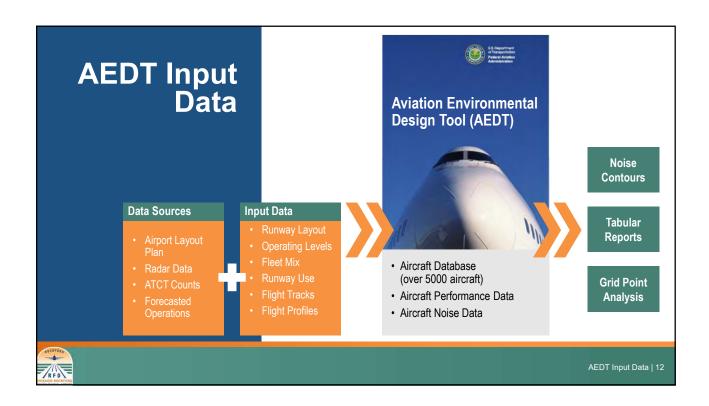
### **Public Involvement Opportunities**

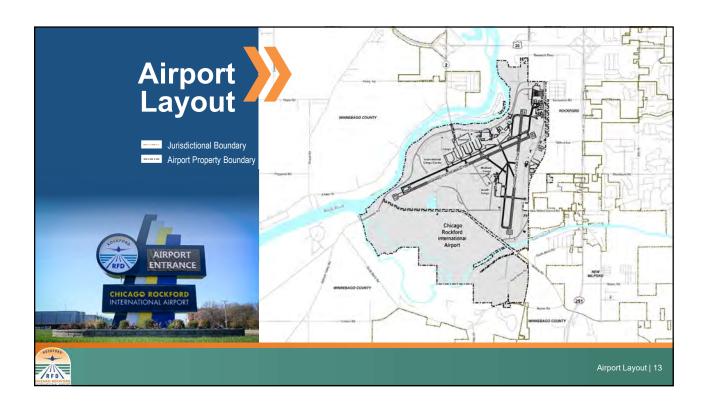
- Advisory Committee Group of stakeholders affected by, or having oversight responsibilities for, issues covered by the Part 150 Study Update
  - Airport Authority Officials
  - · Aircraft Operators
- Government Officials / Land Use Planners
- Community Groups
- Air Traffic Controllers
- Public Workshops Open house, informational meetings to discuss and gather comments on potential aviation noise, land use, and other mitigation measures
- Public Hearings to receive comments (either oral or written) from the public on the Draft Part 150 Study Update document
- Project Website / Social Media
  - Project website and social media will be updated with study information, including images and documents pertinent to the study - https://www.airportprojects.net/rfd-part150/
  - Posting of all meeting notices
  - Posting of study process and draft findings

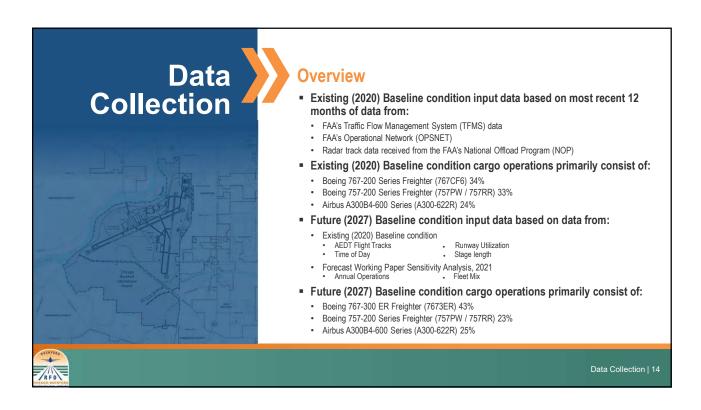


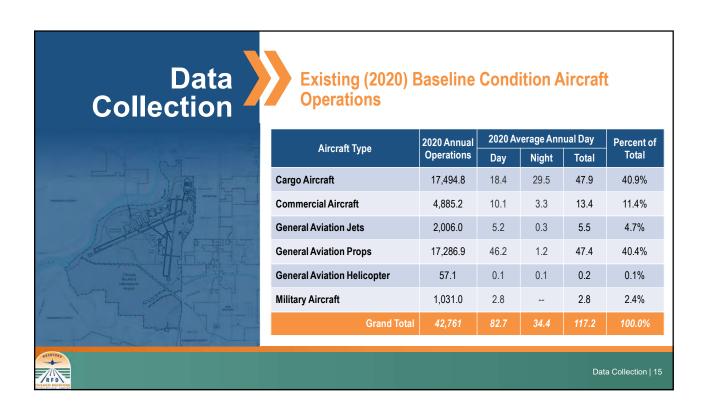
Public Involvement | 10

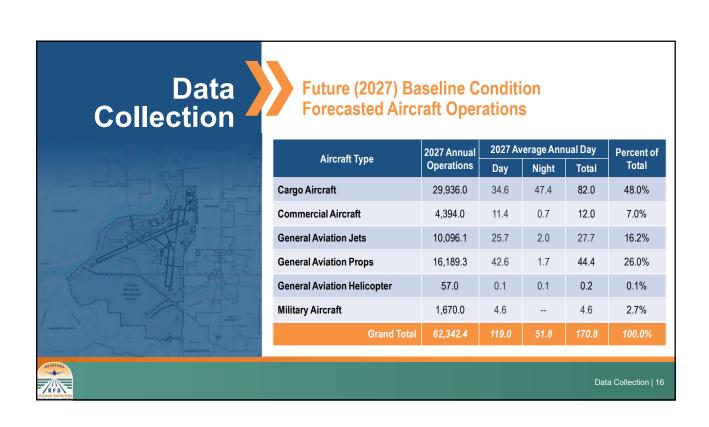
# Questions & Answers Please raise hand to ask question Questions & Answers 11

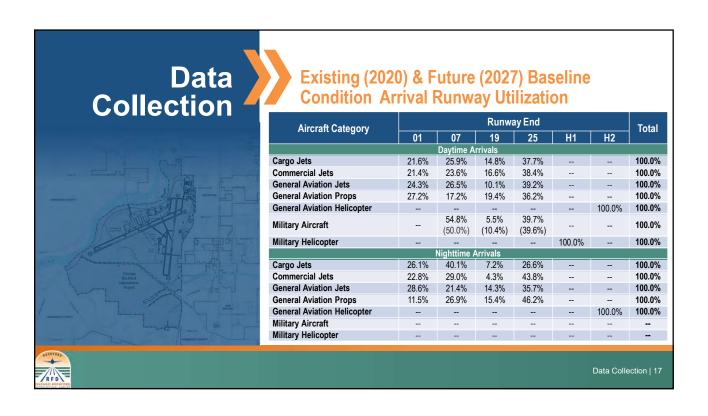


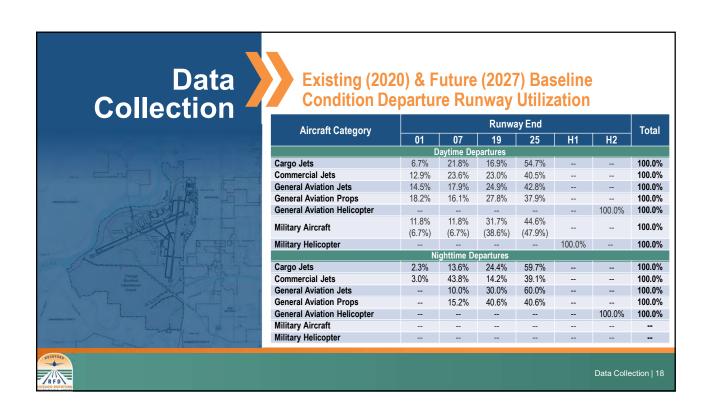


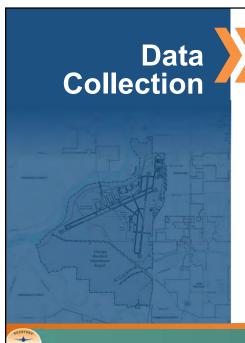










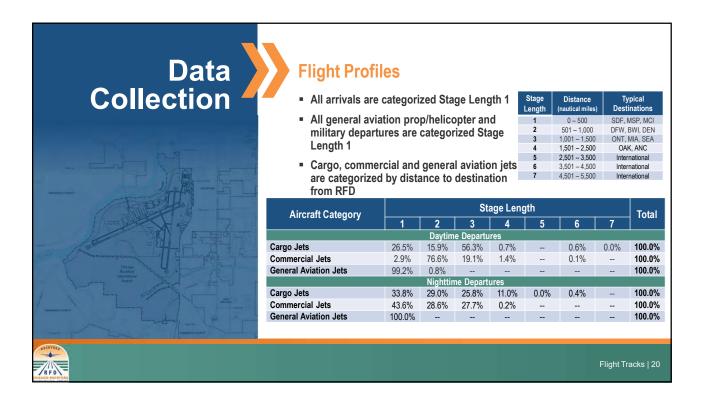


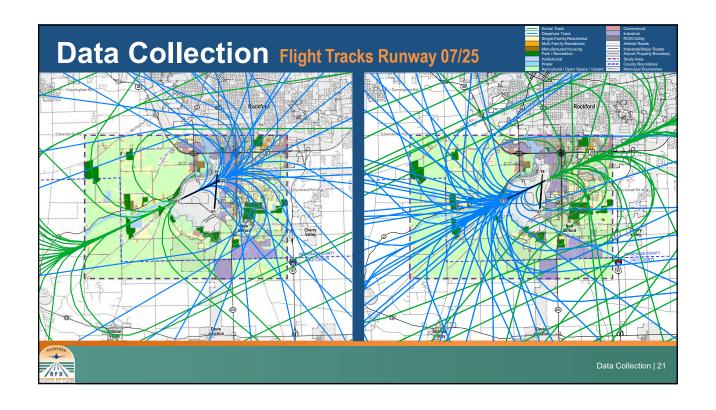
### **Flight Tracks**

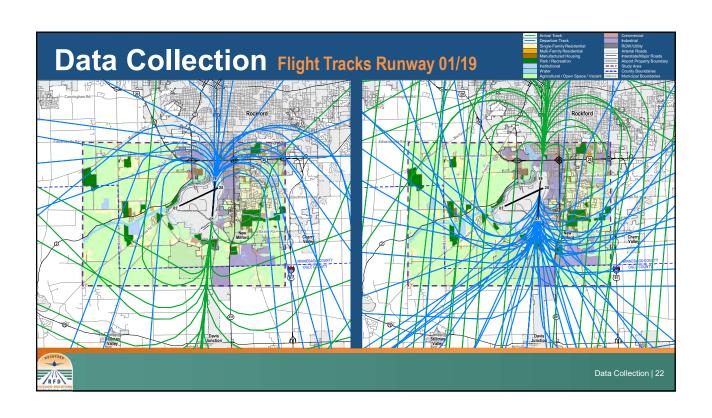
- Flight tracks are lines that represent the path of an aircraft as it arrives or departs the airport
- AEDT applies a 3-dimensional profile to each track that includes altitude, speed, thrust, and flap settings to calculate aircraft noise along each flight route
- Radar data was collected from the FAA for the year 2020
  - Sixteen (16) weeks of radar data, two (2) weeks from 8 different months in 2020
  - May through September excluded due to Runway 07/25 closure
- Representative tracks were created in the AEDT to model operations

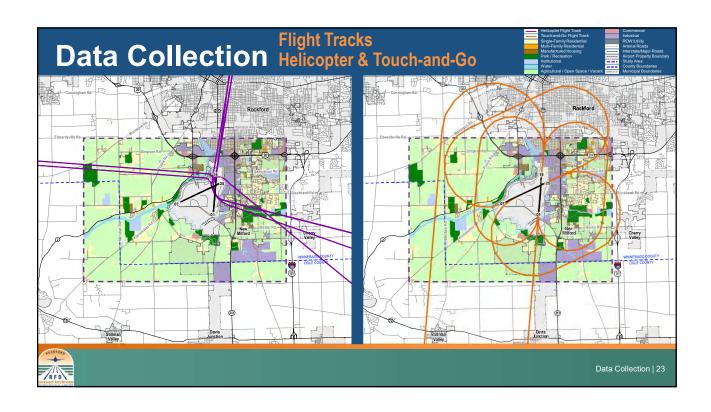


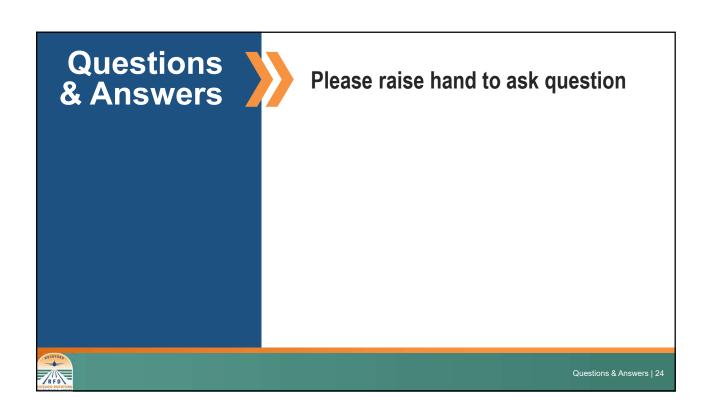
Flight Tracks | 19



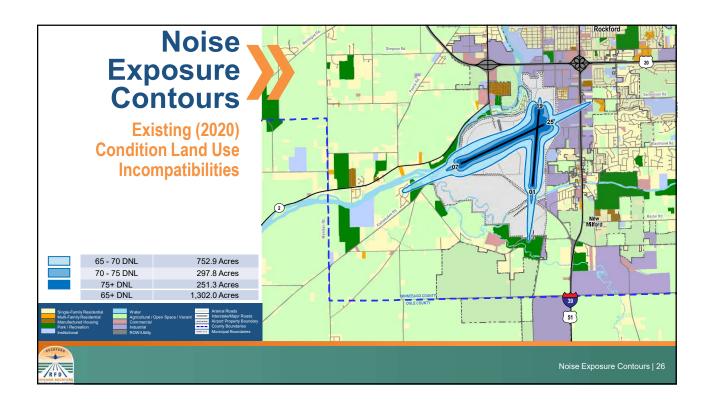


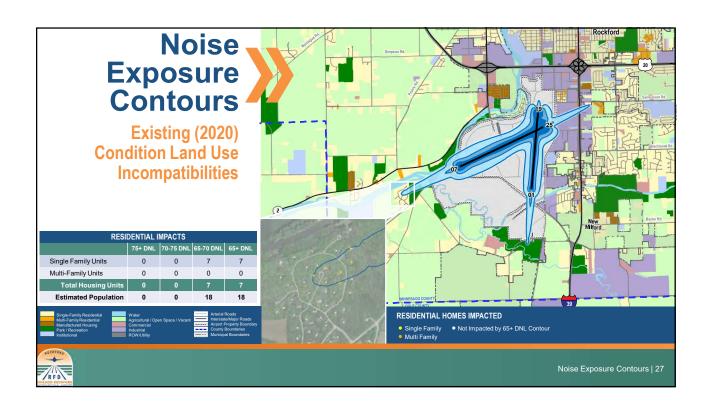


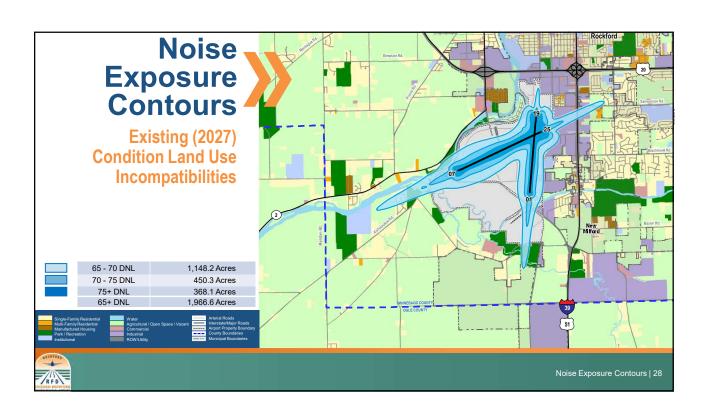


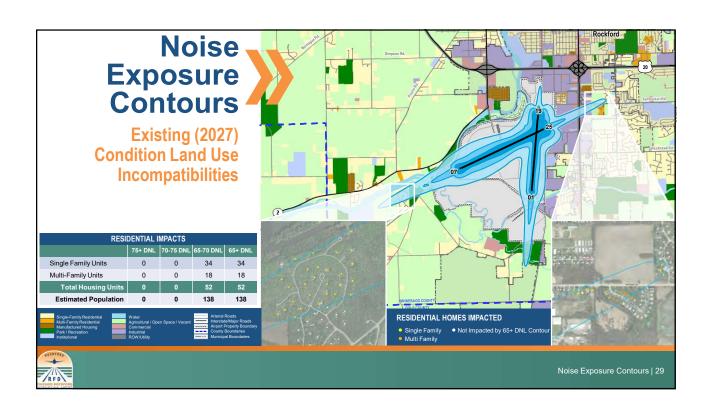


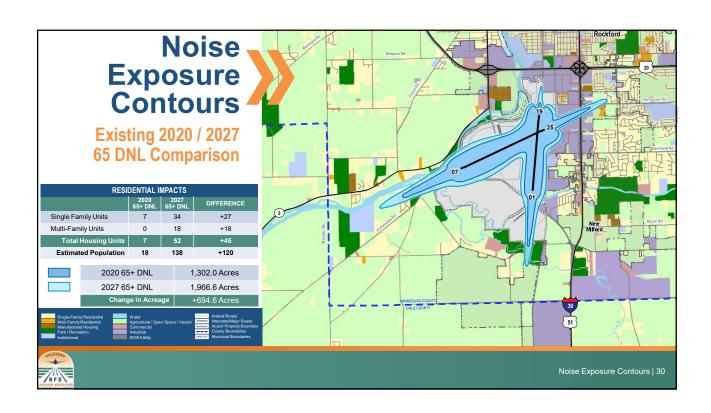


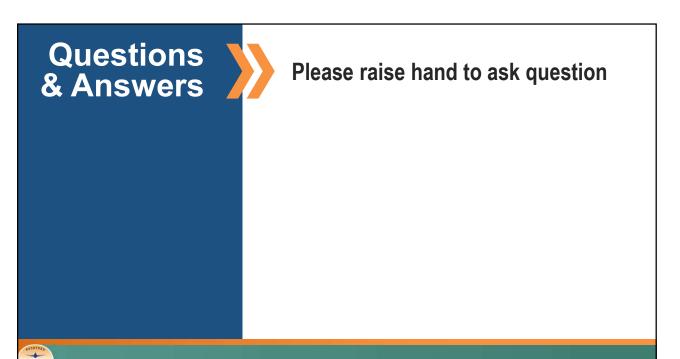














## Public Comments



## Please submit comments on the Study Website contact page: https://www.airportprojects.net/rfd-part150/contact/



Public Comments | 33

## Contacts



Jesse's technical background, while focused on environmental analysis, and modeling of airport design, airspace design, and air traffic control procedures also includes serving on the Aviation Environmental Design Tool (AEDT) and Aviation Environmental Screening Tool (AEST) development team as a Quality Assurance Lead and Subject Matter Expert, and providing technical support and guidance to the FAA Environmental Policy Team Office (ATO-AJV-114) and the FAA Office of Environmental and Energy Research and Development (FAA-AEE).

International Airports.

Jesse Baker, will be the Project Manager for this Part 150 Study. Jesse has over 18 years of experience in environmental analysis and modeling. Jesse began his career with L&B and provided noise and air quality data analysis for numerous large-scale projects, including the EIS for the New York / New Jersey / Philadelphia Airspace Re-design and the EIS for the relocation of St. George Municipal Airport. Jesse also participated in Part 150 Studies at Kansas City International and Albany

Through his work on the development of AEDT, Jesse has become one of the foremost experts on the use of the program for aviation noise and air quality analysis. His expertise will be of great benefit to the Part 150 Study at RFD.

Jesse Baker 1-816-225-8346 jbaker@landrum-brown.com



Contacts | 34