# Chandler Municipal Airport
# FAR Part 150 Noise Compatibility Study
# Advisory Committee
# Meeting #2 – August 13, 2008

Chandler • Arizona
*Where Values Make The Difference*

Consultant Staff
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The meeting was initiated at 3:00 p.m. in the Tumbleweed Recreation Center in Chandler. After brief introductory remarks by Dave Olney, consultant and facilitator for the City of Chandler, Pam Keidel-Adams, the consultant from Wilbur Smith Associates, started the meeting asking each participant to introduce themselves. Following these introductions, a presentation was given to provide an introduction to aircraft noise modeling, a review of the noise model inputs, and a discussion of upcoming phases of the Study. At the conclusion of the presentation, the meeting was opened for public input.

An overview of the FAR Part 150 purpose and process specific to the noise modeling was described. A description of the Integrated Noise Model (INM), focusing on the current version 7.0 was provided. The background of the INM and its development was discussed. This includes the number of aircraft in the model, how the model works, and the inputs required for the modeling process. Specific concepts regarding noise modeling were explained.

All of the inputs for the Chandler Municipal Airport noise modeling were detailed. These include airport elevation, annual-average day temperature, annual-average relative humidity, annual-average barometric pressure, and runway locations, lengths and displaced thresholds. Following these items, a breakdown of activity inputs was provided. INM requires an average annual day's operations be used with specific detail on aircraft types, whether the operations were day or night, whether they are local or itinerant, and the number of arrivals or departures. Aircraft were classified into larger categories of turbofan, multiengine turboprop, single engine, helicopter, and military.

Within each of these categories, specific aircraft were identified. Runway usage was also an important input into the model.

Significant detail on the flight tracks utilized at the airport under different flows (northeast or southwest) by different types of aircraft and under different conditions were discussed.

The 2008 Draft Noise Contours were presented. Only inputs for 2013 and 2028 were discussed as the draft noise contours have not yet been modeled.

The next steps discussed at the AC meeting included finalizing 2008 and future draft noise contours, finalizing the Noise Exposure Maps (NEM) report and submission to City of Chandler for approval/submit to FAA for acceptance, initiation of the Noise Compatibility Program (NCP), development of preliminary noise mitigation options (including operational and land use alternatives), and continued community outreach.

Questions received during the meeting focused on how the noise measurements were conducted, how the results can be used, and other potential options the AC members thought should be considered.