

## CHAPTER ELEVEN: NOISE PROGRAM MANAGEMENT

A successful noise compatibility program requires dedication and effort on the part of Chandler Municipal to ensure the program elements are successfully implemented. Chandler Municipal currently has a noise management program that addresses citizens concerns related to aircraft noise and, when possible, attempts to reduce the effects and exposure of aircraft noise. This section presents programs considered by Chandler Municipal to ensure the successful implementation of the noise compatibility program.

### NOISE COMPATIBILITY PROGRAM MANAGEMENT

Since the last 14 CFR Part 150 Study was completed, the Airport Manager, through the Public Works Department, has been responsible for ensuring the recommended programs from the NCP have been implemented. The Airport manager has been responsible for assigning staff to receive and address any noise concerns that may be expressed by the public along with working to implement the noise abatement recommendations from the previous 14 CFR Part 150 Study.

No changes are recommended to the management of the NCP for Chandler Municipal. The Airport Manager, through the Public Works Department, should continue to implement and manage the recommendations from this Study.

**Recommendation:** This Study recommends the Airport Manager, through the Public Works Department, continue to implement and manage the Noise Compatibility Program for Chandler Municipal.

### PUBLIC INVOLVEMENT

Chandler Municipal has staff assigned to assisting the public with concerns about aircraft noise. To facilitate communication between the public and the Airport regarding aircraft noise concerns, the Airport has established a dedicated phone line referred to as the "Noise Hotline". The Noise Hotline provides an avenue for residents to express their concerns about aircraft noise by speaking with the staff of the Airport directly or leaving a message when staff is unable to answer the phone. In response, the staff of the Airport provides the public with information regarding their expressed concerns by answering questions or providing information to educate the public on the various factors that make up aircraft noise.

The Airport should continue with this valuable public service of providing a Noise Hotline and investigate ways to incorporate a web-based complaint collection system as well. The continuation of this service will keep information flowing between the Airport and the public regarding their noise concerns, and will allow the Airport to gather information to be used for the development of future noise abatement programs.

## *Chandler Municipal Airport/FAR Part 150 Study*

Chandler Municipal has established a webpage on noise abatement for the Airport. This webpage is accessed from Chandler Municipal's main webpage and provides information for pilots on how to reduce noise over residential areas. In addition, a web page was established for this FAR Part 150 Study effort. The purpose of the web page was to place documents and meeting summaries that would allow the general public to keep up with the status of the Study and the products being produced. Following the completion of the Study, the FAR Part 150 web page should remain available, and the contents of the web page should be transferred to the Chandler Municipal's web page on Noise Abatement info to provide a single page of information on noise abatement the public can access.

**Recommendations:** (1) This Study recommends the Airport retain the noise Hotline and investigate a web-based noise complaint collection system. (2) This Study also recommends the Airport update the webpage on noise information to include the recommendations being implemented from this Study as well as the information contained on the Study's separate webpage. These two items will serve as an avenue for providing the public with information on the noise compatibility program at the Airport.

### **FLIGHT TRACK MONITORING SYSTEM**

To assist in the management of noise compatibility programs, many airports purchase flight track monitoring systems. Flight track monitoring systems obtain information on local aircraft operations from either the FAA radar used by Air Traffic Control or from a passive radar system that collects data from the aircraft's transponder. The information contained in these systems allows the user to see the location of the aircraft, the altitude of the aircraft, the type of aircraft, the operator (airline or tail number), and the speed of the aircraft. This information in turn can assist the user in answering questions from the public regarding their aircraft noise concerns. It is important to note that flight track monitoring systems do not have detailed information on all aircraft. Many smaller general aviation aircraft do not transmit a discrete beacon code when flying in uncontrolled airspace or when conducting flight training. The flight track monitoring systems will see these aircraft, but will not be able to identify the type of aircraft or operator.

Some airports also have a public version of the flight tracking system that is accessed through the airport's web page and allows the general public to research their own noise concerns and to also file noise complaints electronically. These systems are generally considered to be very useful by the local citizens and many times allows them to find the answers they seek about a noise concern without having to contact the local airport. Based on the noise concerns expressed by the local communities around Chandler Municipal, a flight track monitoring system that includes a way for noise complaints to be filed electronically, would be beneficial in researching those noise concerns. It would also be beneficial to have a flight track monitoring system that has a public flight track viewing component to allow the local residents to research their own noise concerns.

## Chandler Municipal Airport/FAR Part 150 Study

**Recommendation:** This Study recommends Chandler Municipal purchase a flight track monitoring system, including public flight track viewing and web based noise complaint collection components, to aid in the research of noise concerns for both airport personnel and citizens.

### NOISE PROGRAM UPDATE

The FAA, through Part 150 regulations, requires airport sponsors to prepare and submit revised noise exposure maps if changes in the operations of the airport would result in a substantial amount of new incompatible uses beyond what has been forecasted in the most recent approved NEM. The FAA defines a substantial new incompatible land use as a 1.5 dB or greater increase in DNL for noise sensitive land uses exposed to 65 DNL and above or when any land use that was formerly compatible would become incompatible with the increase in noise levels.

To understand the noise environment, Chandler Municipal staff should continue to routinely examine the number of operations as well as the operational characteristics, such as runway use and fleet mix, to determine if any major changes in aircraft noise exposure have occurred. Major changes in operations would constitute an increase or decrease by more than 15% from what was modeled in this Study for 2014 or a significant change in the aircraft fleet mix at Chandler Municipal from what was modeled for 2014. A major change in operational characteristics of Chandler Municipal would involve items such as changes in runway use or a significant shift in the number of operations from daytime to nighttime hours. A routine analysis of these characteristics should be performed on an annual basis by Chandler Municipal staff to determine if the existing noise compatibility program is still responsive to the noise environs around the Airport.

If no updates appear to be needed based on the annual review, the noise program should be updated approximately every five years to remain current and take into account improvements in airport and aircraft technological advancements, and improvements in the technology used for aircraft noise modeling.

**Recommendation:** Chandler Municipal staff should continue to routinely examine operating characteristics of Chandler Municipal Airport to determine if significant changes have occurred that would require an update to the Noise Exposure Maps.