

NOISE ADVISORY COMMITTEE  
Wednesday, July 26, 2006  
10:00 AM, Meeting Room, Snow Removal Equipment Building  
Meeting Minutes  
Conference Call Function Not In Use

Members and Alternates Present:

Christine Silverstein, Chair; Steve Phillips, Cape Air; Susan Smith; Arthur Gasparro; Wade Greene; Doug Rediker; Carl Vogel, Island Airlines; Pat Breiter; Deborah Timmerman; Elizabeth Trillos; John Johnson; Tom Quigley; Lili Baker; George Hubbs; Peter Morrison.

Ex-Officio Members Present:

Al Peterson, Airport Manager; Dual Macintyre, Airport Commission; Brian Chadwick, Board of Selectmen; Jack Wheeler, Airport Environmental Coordinator.

- I. The Chair called the meeting to order at 10:05AM.
- II. Minutes for the meeting of June 28, 2006: A motion was made and seconded to approve these minutes. Discussion on the motion revealed a "typo" in Section IV, General Discussion, where "The Blue Angles" should have read "The Blue Angels". With this amendment the minutes were approved.
- III. Minutes for the prior meeting of May 24, 2006. A motion was made and seconded to approve these minutes. There were no amendments. The Question was called and the minutes were approved as written.
- IV. The Chair introduced a new representative from Cisco, Pat Breiter, who talked about the various aspects of airplane noise as they affect her community. Subsequently, she was appointed as the CISCO representative "pro tem", until she or another person could be appointed formally by the CISCO community.
- V. Noise Report by Jack Wheeler:

In the absence of any handouts, the latest information through 6/30/06 was presented on the front screen using computerized charts and graphs. Highlights:

  - OPERATIONS: 67,250 through June; up 13.05% from 2005; Details shown for different types of operators; Instrument operations in June were 50% of the total, much higher than usual due to the adverse weather. This affected aircraft routes and noise.
  - ENPLANEMENTS: 105,274 through June; up 8.72% from 2005; showed various air carriers by month and also a running 12 month total chart which indicated enplanements trending up; General Aviation enplanements (which the airport now tracks), including corporate and private jets, are inching up every month.
  - NOISE COMPLAINTS: A total of 115 through June, which is 48% below last year (the first 5 months being way low). There then ensued a general discussion about the integrity of the data used in these charts. Points made included: the PASSUR system was inoperative during part of this time; the Internet-based complaint system didn't work and its backup, the phone system

didn't either; general complaints by attendees about aircraft noise; positive behavior by an Island Airlines pilot following Noise Abatement Patterns on two flights and "Thank You's" from the passengers; multiple low level overflights in Cisco; recommendations for a PR campaign recognizing those operators doing well on noise abatement and giving negative press to those doing poorly (the Chair mentioning the forthcoming recognition of an operator doing a good job on noise abatement in just this way).

DISTRIBUTION OF NOISE COMPLAINTS: The chart indicated that the major complaint areas are Folger's Marsh, Mid-Island, Nobadeer/Surfside and Tom Nevers. A general discussion brought comments that a number of people have stopped calling out of frustration, thus making month to month or year-to-year comparisons invalid.

EARLY MORNING: Detailed charts shown; the month of May is to be disregarded due to PASSUR operational problems. Then a general discussion centered on flights before 6AM not being counted in the statistics.

NOISE CONTOURS: Maps were shown profiling both annual average DNL noise contours and those for peak summer which are more expanded. These are the latest contours, using real Cessna-402 noise values. Jack led a discussion of what "DNL" means and the significance of "65 DNL".

AIRPORT NOISE MONITOR: Jack indicated that the airport has upgraded to Version 2.0 GOLD, which has more user features.

VI. The Chair then asked the attendees for their suggestions on how to approach the day's discussion. Responses included:

- Publicize good and bad noise abatement case histories through a periodic column in the "Inky".
- Work with Cape TRACON on flight tracks.
- Have a "summit meeting" with all the involved "constituents" to explore different ideas for noise reduction. Specific examples were discussed.
- Move the airport (said half in jest).

VII. At the end of this discussion a motion was made, seconded and then modified by several other participants. The final wording of this motion was:

"The Noise Advisory Committee requests that the Nantucket Airport Commission host a public "summit meeting" on airport operations for noise abatement within 60 days, such meeting to include all relevant constituencies."

After discussion, this motion was approved as written.

VIII. The subject then returned to the late night, very early morning flights, whereupon the following motion was made and seconded:

"The Noise Advisory Committee requests that the Nantucket Airport Commission establish a late night landing fee premium during tower closure hours for the purposes of curtailing late night operations and enhancing revenue."

After discussion, this motion was approved as written.

IX. The Chair asked for true copies of both motions as adopted by the Noise Advisory Committee so that she could present them to the Nantucket Airport Commission at its scheduled meeting that same day.

The copies were provided immediately.

X. The next meeting of the Noise Advisory Committee was set for 10AM on Wednesday, August 23rd, 2006 in the Meeting Room of the Snow Removal Equipment Building.

XI. The Chair then asked for a motion to adjourn, which was made, seconded and passed. Adjournment was at approximately 11:25AM.

Respectfully submitted,

George Hubbs, Noise Advisory Committee Member