

good morning! **ANC** 

Study Advisory Committee Meeting #4

August 25, 2026



**PART 150 Noise
Compatibility Study**

Agenda

Time	Topic
10:00 am – 10:15 am	Welcome and Overview • Introductions/Roll Call • Study Overview and Reminder of Process
10:15am – 11:40 am	Operational Alternatives Discussion • Alternatives Recap • Preliminary Operational Alternative Concepts
11:40 am – 12:00 pm	Wrap-Up • Immediate Next Steps Project Schedule • General Discussion and Q&A • SAC Comments • Public Comments
12:00 pm	Meeting Adjourns

Meeting Guidelines

It is our goal to have an open and respectful dialogue today. We ask that participants honor the following – please:

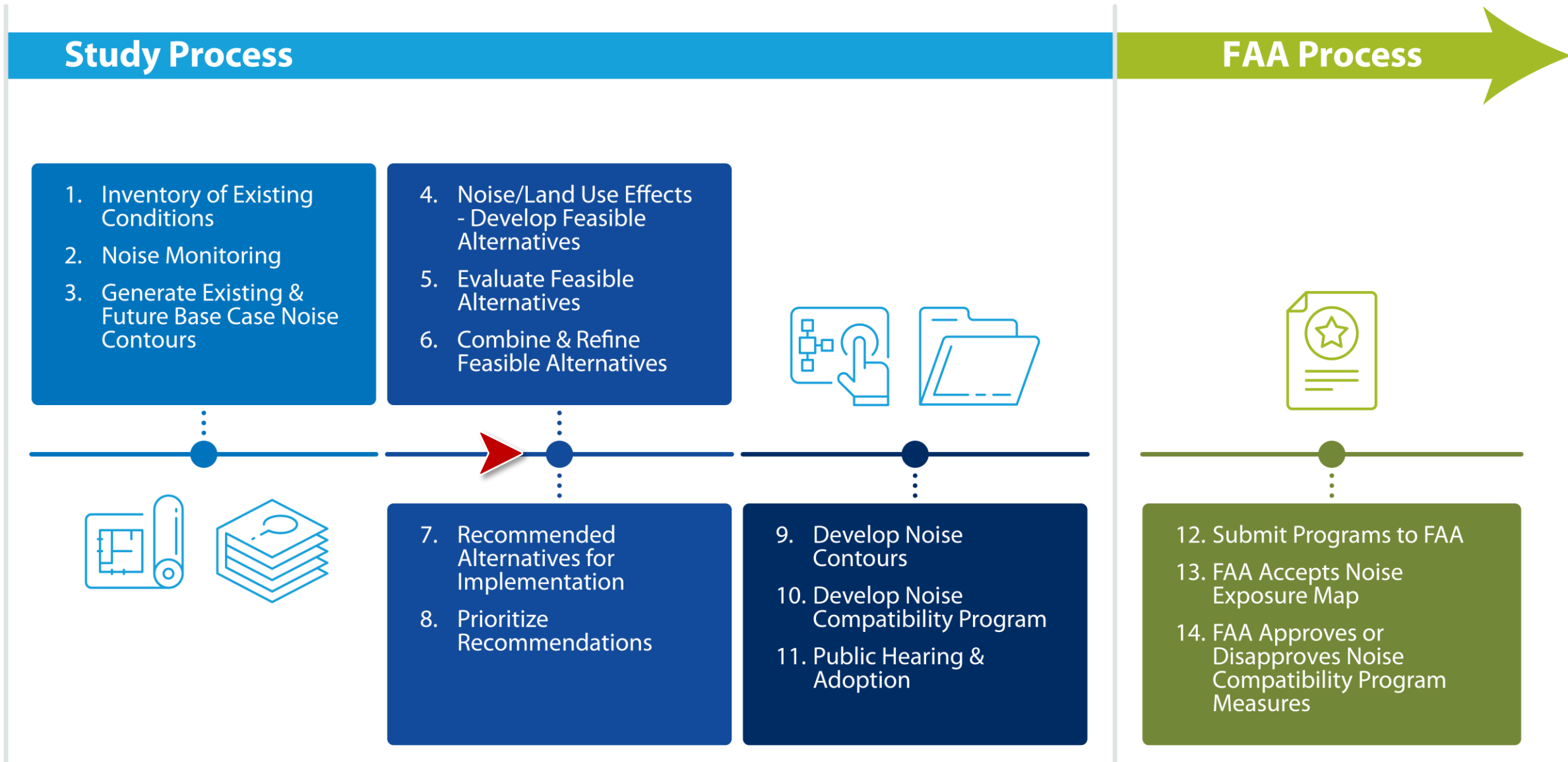
- Be respectful of all speakers and perspectives.
- Raise your hand – in-person or online if you would like to speak.
- Address issues, challenges and not people, organizations.
- For those online: please use your mute button when you are not talking.

Purpose of Study

- **The Study identifies and evaluates two components:**
 - Aircraft noise
 - Land use
- **The Study consists of two distinct, but complementary portions:**
 - Noise Exposure Map (existing and forecast conditions)
 - Noise Compatibility Program
- **The Study generally has a five-year planning horizon**

Noise Exposure Map (NEM) is accepted by the Federal Aviation Administration.

Noise Compatibility Program (NCP): Measures are either approved or disapproved by the FAA. Approved measures contained in the Noise Compatibility Program are potentially eligible for federal funding.



Alternatives Purpose - Recap

Goals of Alternatives

- **Part 150 requires evaluation of alternatives that:**
 - Reduce existing noncompatible uses
 - Prevent or reduce the probability of the establishment of additional noncompatible uses
 - Do not impose undue burden on interstate and foreign commerce
 - Provide for revision in accordance with §150.23
 - Are not unjustly discriminatory
 - Do not derogate safety or adversely affect the safe and efficient use of airspace
- **Operational Alternatives – Federal Government**
- **Land Use Alternatives – Local and State Government**
- **Administrative Alternatives – Airport Sponsor**

Goals of Alternatives

- **Part 150 specifies use of the 65 DNL noise contour as the threshold contour for land use compatibility**
- **Residential land uses within the 65 DNL or greater noise contours are not compatible unless the residence has sound attenuation**
- **Part 150 requires evaluation of alternatives that:**
 - To the extent practicable, meet both local needs and needs of the national air transportation system, considering tradeoffs between economic benefits derived from the airport and the noise intrusion
 - Can be implemented in a manner consistent with all the powers and duties of the FAA Administrator

Questions to Consider for Alternatives

- Does the action shift noise without meaningful overall noise reduction?
- Does the action affect safety?
- Does the action reduce airport capacity?
- Can the FAA approve and be able to implement the procedure?
- Does the procedure violate any existing statutes, rules or regulations, or grant assurances?
- How effectively does the action reduce noise?
- Does the action result in newly affected populations?
- Do either the FAA, the Airport, or local jurisdictions control the ability to implement the potential measures?

Required Part 150 Operational & Facility Alternatives for Consideration

- Aircraft Operations

- Departure Thrust Cutback (Departure Climb Profile)
- Potential Modifications to Flight Procedures

- Airport and Airspace Use

- Preferential Runway Use System
- Power and Flap Settings
- Denial of Use of Airport for Aircraft Not Meeting Federal Noise Standards
- Limited by Part 161
 - *Capacity Limits Based on Defined Noise Limits*
 - *Landing Fees Based on Noise*
 - *Complete or Partial Curfews*
 - *Ban All Jet Aircraft*
 - *Touch-and-Go Restrictions*

- Airport Facilities

- New Runway in Different Orientation
- Runway Extension
- High-Speed Exit Taxiways
- Ground Run-Up Enclosure
- Noise Barriers
- *Note: These are alternatives required for review under Part 150. Some alternatives, particularly airfield alternatives are likely not feasible*

Part 161: Restricts airport's ability to regulate airport access based on noise



**PART 150 Noise
Compatibility Study**

Potential Land Use & Administrative Alternatives

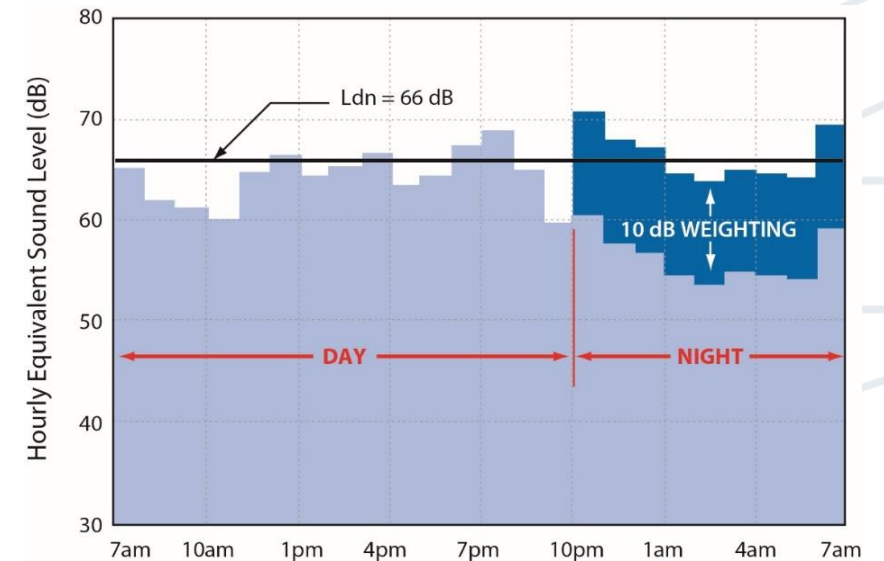
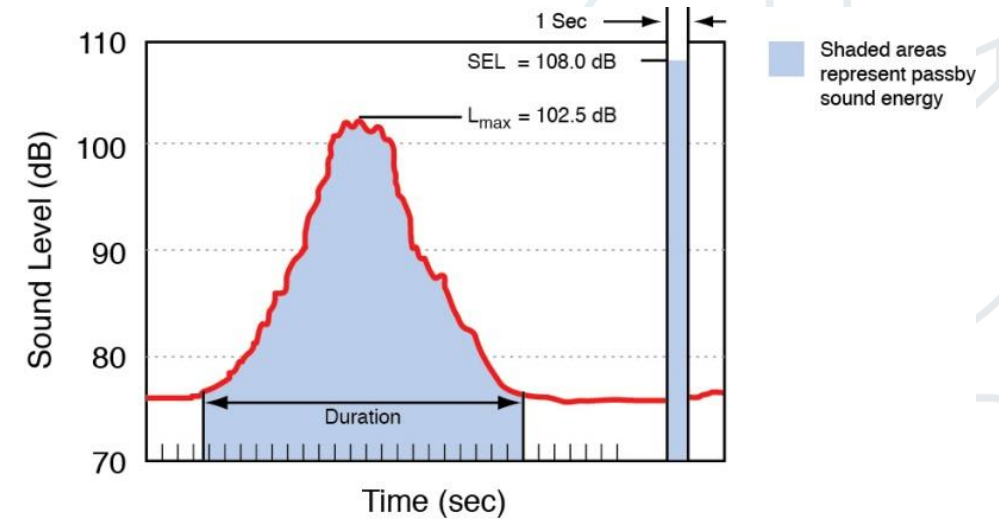
- **Land Use Measures – Corrective**
 - Acquisition of Land or Interest Therein
 - Sound Insulation
- **Land Use Measures – Preventive**
 - Zoning
 - Easements
 - Transfer of Development Rights
 - Building Code Modifications
 - Capital Improvements Program
 - Subdivision Regulations
 - Comprehensive Planning
- **Noise Program Management**
 - Noise Monitoring Program
 - Voluntary Fly Quiet Program

Alternatives Analysis Policies

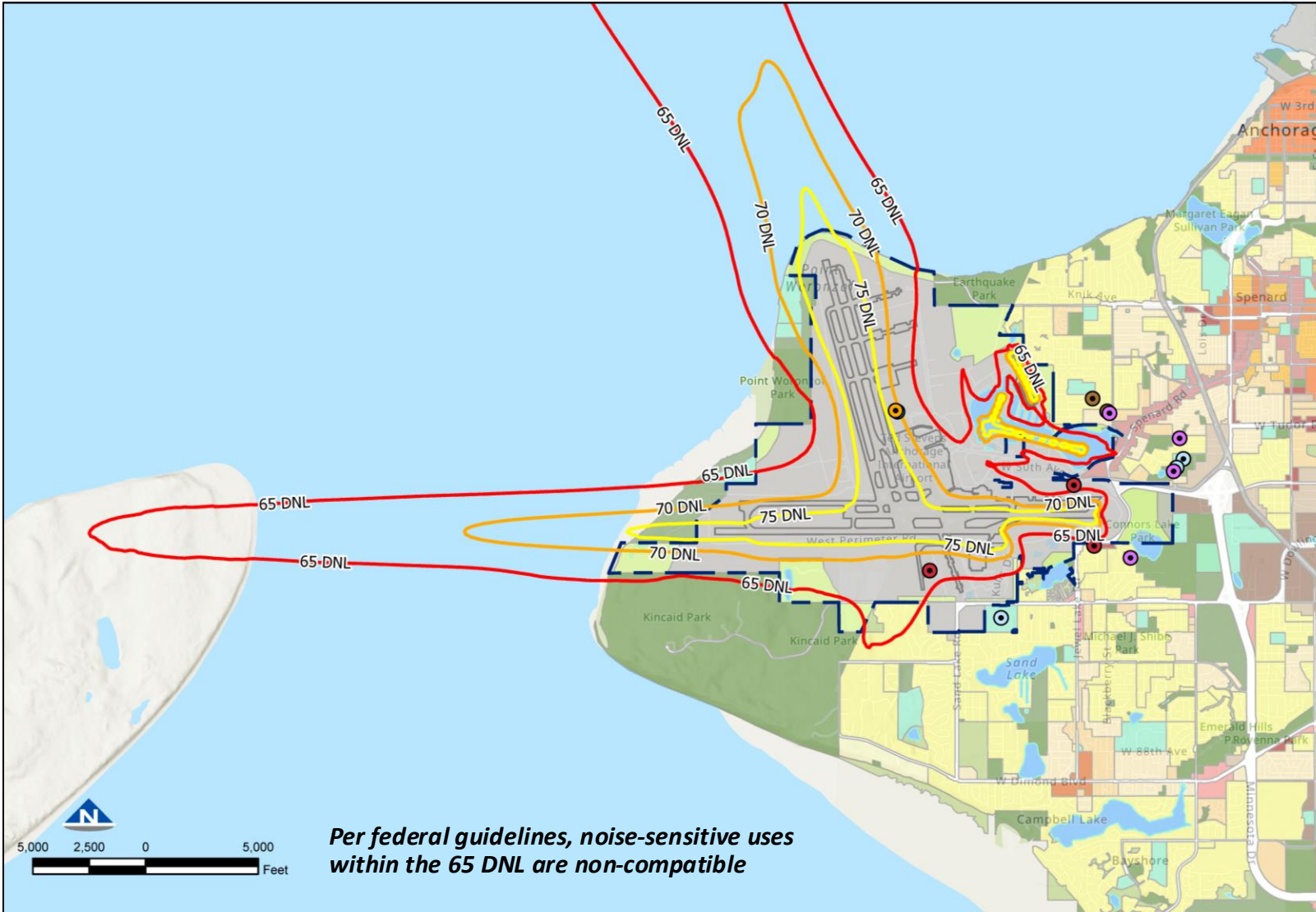
- The alternatives will improve the overall noise environment, not shift noise from one area to another
- Programs that benefit noise-sensitive uses without unduly adversely affecting other noise-sensitive uses will be given highest priority
- Programs for reducing the highest noise levels affecting noise-sensitive uses will be given highest priority

Noise Terminology Refresh

- **Maximum sound level (L_{max})** is the loudest noise level during an event (e.g., aircraft flyover)
- **Sound Exposure Level (SEL)** is the total noise energy (level and duration) of the event
- **Day Night Average Sound Level (DNL)**
 - Describes the noise dose for a 24-hour period
 - Accounts for event “noisiness” (SEL)
 - Accounts for number of noise events
 - Provides an additional weighting for nighttime operations:
 - Daytime is defined as 7:00 am to 10:00 pm
 - Nighttime is defined as 10:00 pm to 7:00 am



2026 Draft Noise Contours



Legend

2026 Noise Contours

- 65 DNL
- 70 DNL
- 75 DNL

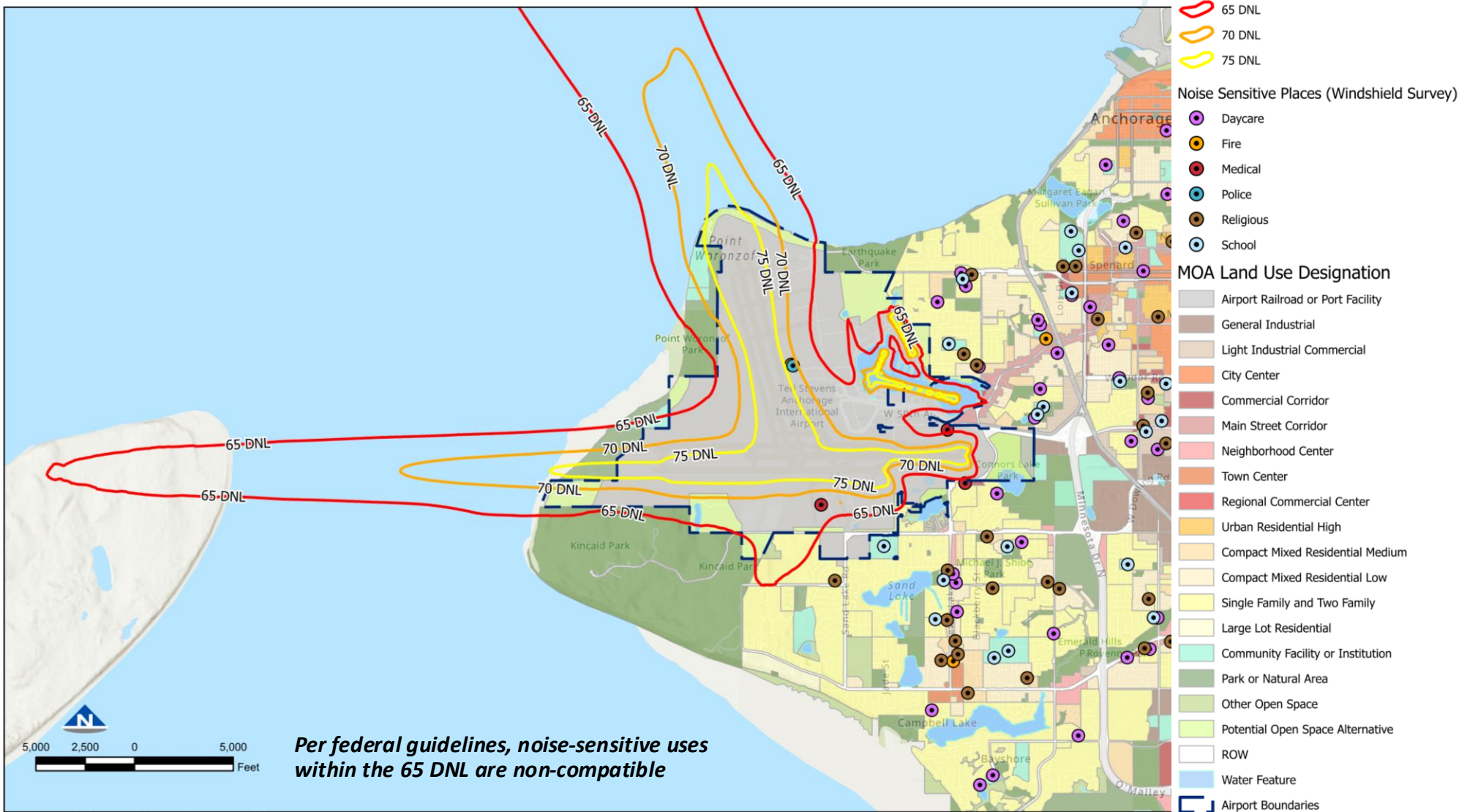
Noise Sensitive Places (Windshield Survey)

- Daycare
- Fire
- Medical
- Police
- Religious
- School

MOA Land Use Designation

- Airport Railroad or Port Facility
- General Industrial
- Light Industrial Commercial
- City Center
- Commercial Corridor
- Main Street Corridor
- Neighborhood Center
- Town Center
- Regional Commercial Center
- Urban Residential High
- Compact Mixed Residential Medium
- Compact Mixed Residential Low
- Single Family and Two Family
- Large Lot Residential
- Community Facility or Institution
- Park or Natural Area
- Other Open Space
- Potential Open Space Alternative
- ROW
- Water Feature
- Airport Boundaries

2031 Draft Noise Contours



Land Use Comparison

2026 Contours	Population	Housing Units	Area (Acres)
> 65 DNL	248	94	8,520
> 70 DNL	0	0	2,894
> 75 DNL	0	0	1,200
Total	248	94	12,614

2031 Contours	Population	Housing Units	Area (Acres)
> 65 DNL	365	138	9,320
> 70 DNL	0	0	3,159
> 75 DNL	0	0	1,304
Total	365	138	13,783

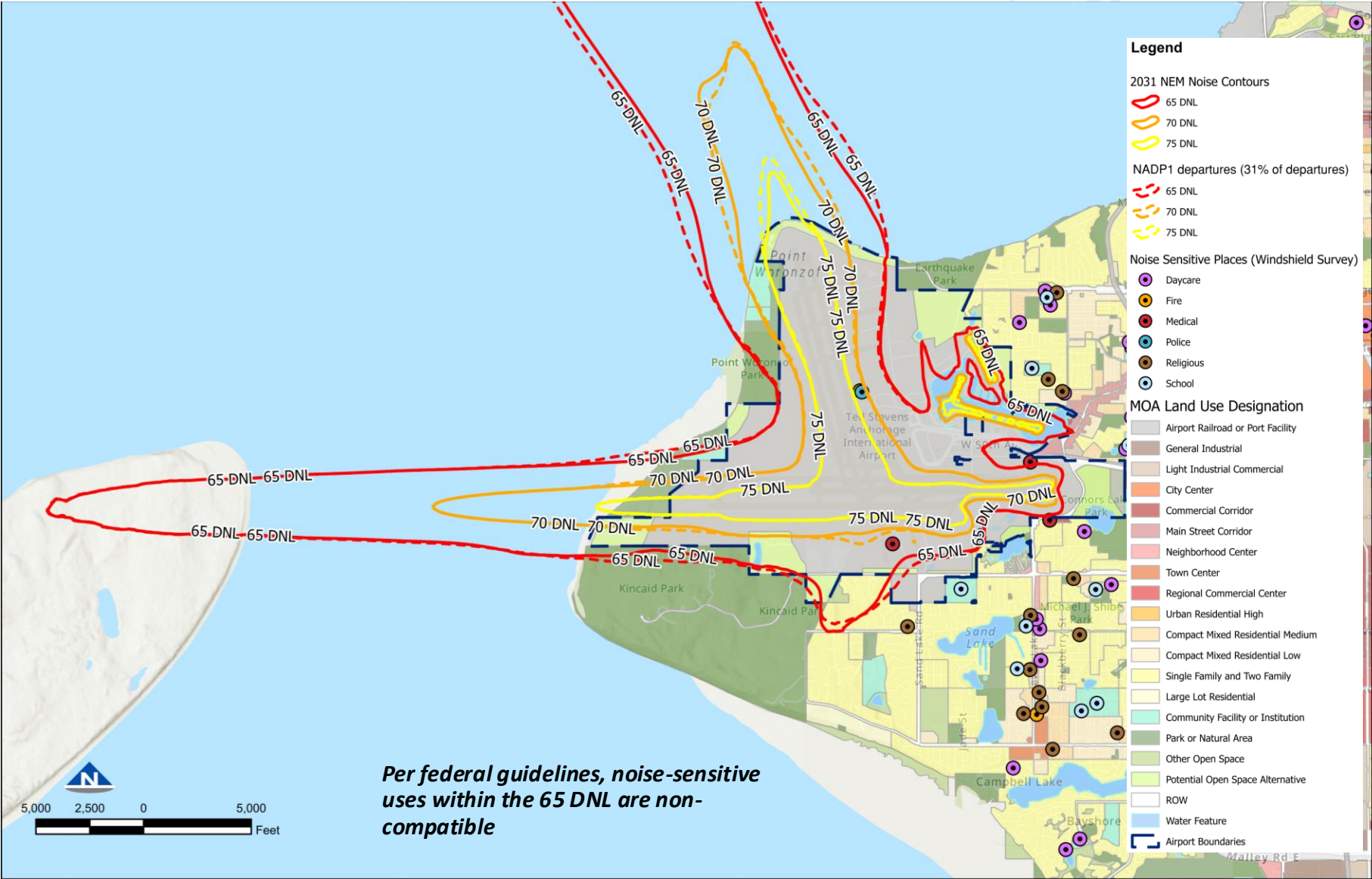
Noise-Sensitive Land Use Counts			
Land Use	65 DNL	70 DNL	75 DNL
Daycare	0	0	0
Fire	1	1	0
Medical	1	0	0
Police	1	1	0
Religious	0	0	0
School	0	0	0
Total	3	2	0

Land Use	65 DNL	70 DNL	75 DNL
Daycare	0	0	0
Fire	1	1	0
Medical	1	0	0
Police	1	1	0
Religious	0	0	0
School	0	0	0
Total	3	2	0

Preliminary Operational Alternatives

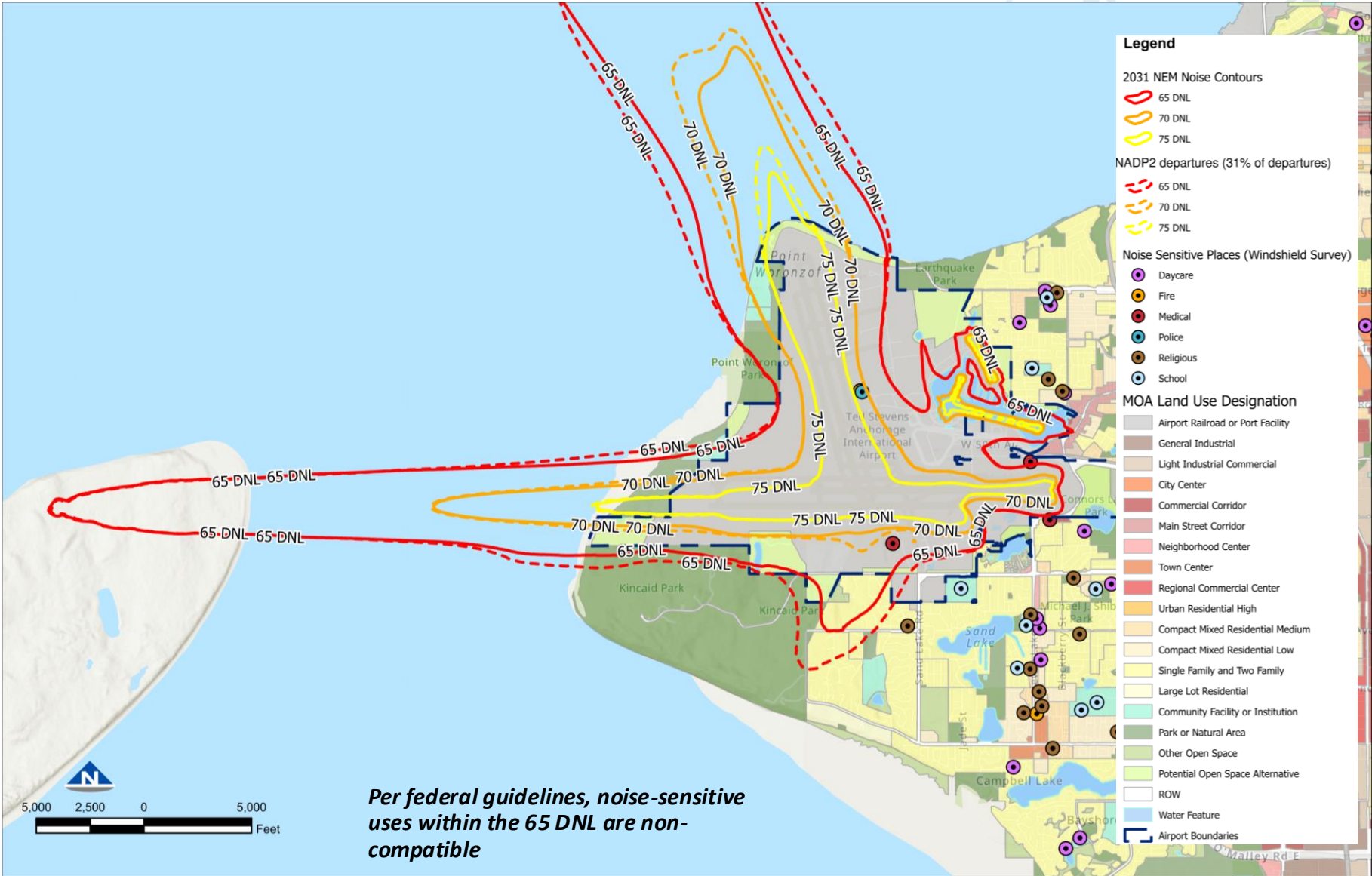
Noise Abatement Departure Procedure 1 (31% of departures)

2031 Contours	Population	Housing Units
> 65 DNL	379 (+14)	143 (+5)
>70 DNL	0	0
>75 DNL	0	0
Total	379	143
(+/- #) Change from 2031 NEM Contour		



Noise Abatement Departure Procedure 2 (31% of departures)

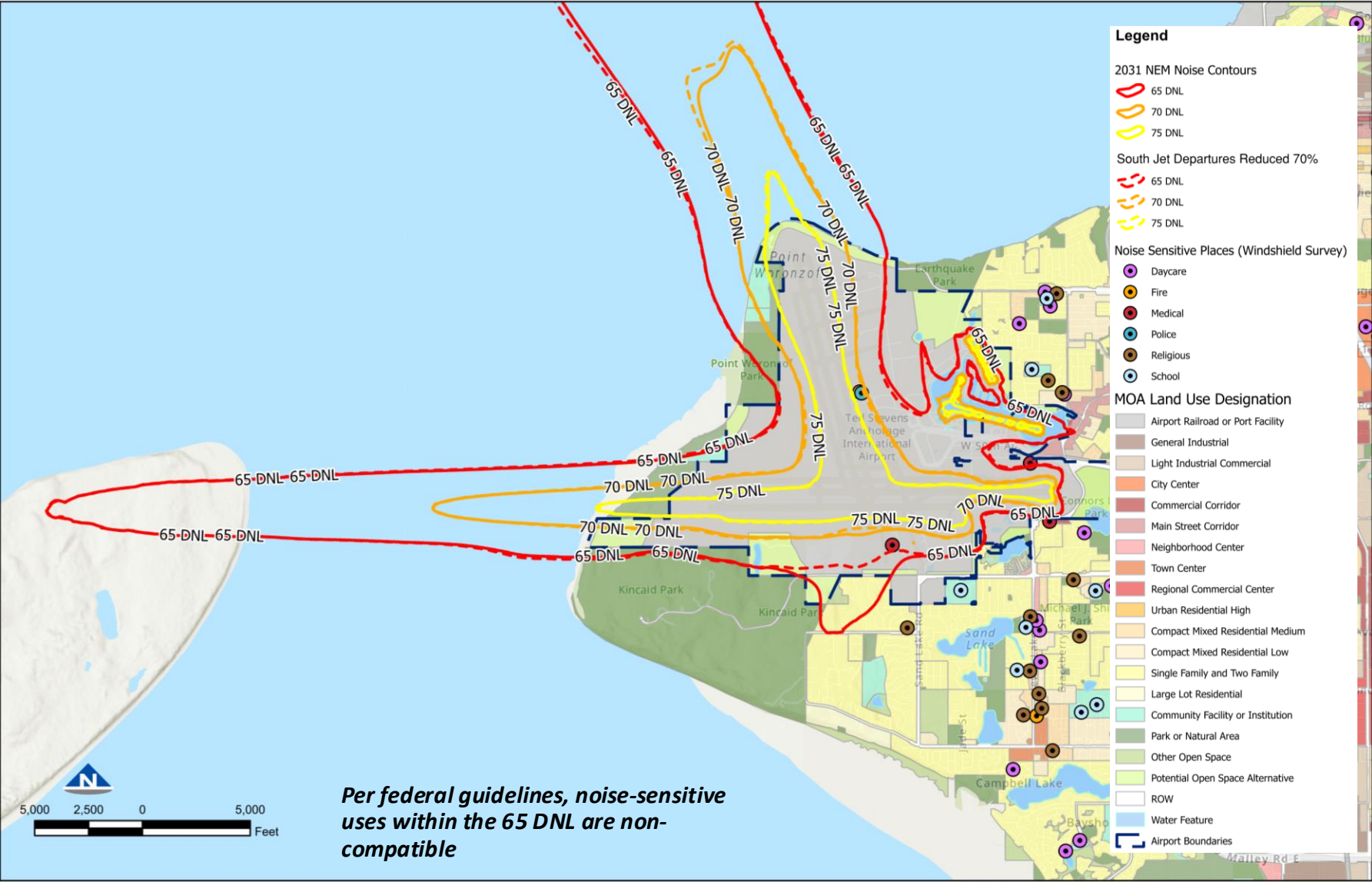
2031 Contours	Population	Housing Units
> 65 DNL	773 (+408)	283 (+145)
> 70 DNL	0	0
> 75 DNL	0	0
Total	773	238
(+/- #) Change from 2031 NEM Contour		



Nighttime Cargo Jet Departures South Reduced 70%

2031 Contours	Population	Housing Units
> 65 DNL	107 (-258)	47 (-91)
> 75 DNL	0	0
> 75 DNL	0	0
Total	107	47
(#) Change from 2031 NEM Contour		

Note: This analysis assumes a 70% reduction in southbound cargo departures. Achieving this reduction is highly dependent on wind direction, air traffic control procedures, and safety considerations. The feasibility of achieving a reduction in departures to the south based on these conditions is still being evaluated.



Next Steps

Next Steps

- **Closing Comments from Committee Members**
- **Develop Meeting Summary & Share/Post**
- **As Needed:**
 - Project website updates to address public comments within frequently asked questions
- **Next meetings: Study Meeting Series #5 – SAC Fall 2026**
 - Present preliminary land use and administrative alternatives
 - Revisit new ideas for operational alternatives
 - Begin to prioritize recommendations and noise compatibility program
 - Stakeholder input on alternatives

General Discussion and Q&A

Public Involvement & Comments

- **Public Comment: Up to 3 minutes per person, as time allows**
- **Sign Up for Notices on the Study**
 - At meetings (by providing an email on sign in sheets)
 - On the website (<https://anc150noisestudy.com/#contact>)
- **Public Comments (submitted at meetings or on the website)**
 - All comments received during the Study will be reviewed/considered during the steps of the process and included in the final document for official review.
 - All comments received during the official public comment period and at the public hearing (at the end of the Study) will be included and responded to in the document.

Comments & Additional Information

- **Comments or questions can be submitted via the comment form in person or online at:**

<https://anc150noisestudy.com/#contact>

- **Please visit our website for additional study events, news, and information here:**

<https://anc150noisestudy.com/>



thank you! **ANC**

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Please fill out
our meeting
survey!

