

Airport Design Std 5

AC 150/5320-5 Airport Drainage -
Draft - out soon, by USA Corps of Engrs

Rick Compton

Paul Blackford Environmental

Noise exposure maps

Janice Key. Assumed NEM was approved

NEM submitted first as draft, Nan wouldn't review until sign

Rec'd comments from WAN, added runway extension

NEM signed off again by the Town C. Syst.

NCP = Noise compatibility Program

FAA: Take everything back & resubmit

Soln: FAA review NEM & FAA will give us comments on the NCP. Then submit the NCP

Need new submittal letter on NEM

NCP documents have been dist. within FAA

* Get Dal-Tech's Report for Rick

* Use a graphic on ROW along Addison Rd.

Researchers find quieter way to land airplanes

By Gareth Cook
THE BOSTON GLOBE

Researchers have demonstrated a new way to quiet the thunderous sounds of jets approaching airports, offering hope for people nationwide who suffer from the noise under major flight paths.

The team, led by a scientist at the Massachusetts Institute of Technology, has designed a way for planes to land that keeps their engines quieter and farther from homes. Termed a "continuous descent approach," the technique calls for an approaching plane to stay high for longer than is done now, and then glide toward the runway with its engines idling, reducing the noise it emanates.

In a test of the system in Louisville, Ky., the first in the United States, the noise on the ground decreased by up to 6 decibels — the equivalent of shutting down three of a plane's four engines.

"You get a significant reduction in noise," said Ralph Dornitzer, who was not involved in the research and is co-chair of a citizens group that advises Boston's Logan International Airport on noise issues. "We would like to see this done here."

Before the technique can be widely adopted, the team has to win FAA approval for the approach in Louisville and then solve technical issues that prevent it from being used in a heavy-traffic airport such as Logan. The system can't be used for aircraft that are taking off.

But the system represents an important new way to help solve a problem that has plagued communities and held up the construction of new runways, contributing to congestion and delays in air travel around the country. The test showed the new approach can bring large reductions in noise without the need for new technology, and that it might even save money and reduce pollution by using less fuel than the approach used today.

"You get a lot of bang for the buck," said John-Paul Clarke, who is leading the research and is an associate professor of aeronautics and astronautics at MIT.

When an airplane approaches an airport now, air traffic controllers typically direct the plane to reduce its altitude in steps, descending a bit and then flying level. When the plane is close to the airport, it intercepts a radio beam and follows the beam down for the final approach to the runway.

This means that jets come in low and with their engines running loudly. Jets land this way partly to ensure that they will lock onto the correct radio beam for their final approach, Clarke said.

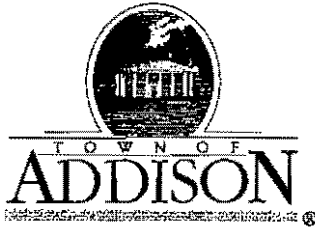
The new method makes use of the sophisticated avionics on modern jets, which allow planes to pinpoint their position three-dimensionally. Using the flight computer, a pilot can direct the plane to the exact point in the air where it picks up the correct radio beam. The plane can then follow the beam in, on a slow glide, to the airport.

For the test at the Louisville International Airport last year, the team asked one plane from UPS to land using the traditional method, and one plane to land using the new method. Placing microphones along the flight path, the team measured noise levels during the landing, and found the new technique reduced noise between about 4 and 6 decibels, according to an unpublished paper describing the experiment.

The landing would not make any difference to the airport's immediate neighbors, Clarke said, since within about 5 miles of the airport there would be no difference in altitude. It would make the biggest difference at about 7.5 to 15 miles out.

The technique would add to an array of methods now used to fight noise pollution, including changing the design of engines, flying over less-populated areas, using less engine power while climbing away from airports and soundproofing homes. But using continuous descents is especially welcome because there is no "silver bullet" that can make engines dramatically quieter, said Carl Burleson, director of the FAA's Office of Environment and Energy.

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PUBLIC WORKS DEPARTMENT
Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871 FAX (972) 450-2837

16801 Westgrove

October 28, 2002

Mr. Bruce Ehly, Airport Planner
TX Department of Transportation
Aviation Division
125 E. 11th Street
Austin, TX 78701-2483

Re: Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

Dear Mr. Ehly:

This is to transmit nine copies of our F.A.R. Part 150 Noise Compatibility Study Update – Noise Exposure Maps, along with nine copies of Supporting Information on Project Coordination and Local Coordination, all of which was prepared by our consultant, Coffman Associates, Inc.

I have also enclosed a Resolution (No. R02-086) by the City Council of the Town of Addison authorizing the City Manager to sign and certify the Noise Exposure Maps document.

Please forward these documents to the FAA for their review and acceptance.

Very truly yours,

Town of Addison

James C. Pierce, Jr., P.E.
Assistant Public Works Director

cc: Chris Terry, Assistant City Manager
Mark Acevedo, Facilities and Fleet Services Administrator

Enclosures

RESOLUTION NO. R02-086

A RESOLUTION BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, AUTHORIZING THE CITY MANAGER TO SIGN AND THEREBY CERTIFY THAT THE ADDISON AIRPORT F.A.R. PART 150 NOISE EXPOSURE MAPS AND ACCOMPANYING DOCUMENTS ARE TRUE AND COMPLETE; THAT INTERESTED PARTIES HAVE HAD AN OPPORTUNITY TO COMMENT ON THE MAPS AND THAT THE 2002 MAPS ARE FAIR AND REASONABLE REPRESENTATIONS OF EXISTING CONDITIONS AT THE AIRPORT.

WHEREAS, the Town's consultant, Coffman Associates, has completed Part 1 of the Addison Airport F.A.R. Part 150 Noise Study; and,

WHEREAS, Part 1 consists of the first four chapters of the Part 150 Noise; and,

WHEREAS, these chapters cover inventory of airport facilities, aviation demand forecasts, aviation noise, current and future land uses within the study areas and current and future aircraft noise exposure conditions and their impact on the compatibility of land uses in the study area; and,

WHEREAS, the study also consists of noise "contour" maps that show current location of various noise levels due to airport operations as well as projected noise levels for years 2007-2022; and,

WHEREAS, staff recommends certification of the Addison Airport F.A.R. Part 150 Noise Study Part 1 and Noise Exposure Maps and accompany documents; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

THAT, the City Council does hereby authorize the City Manager to sign and thereby certify that the Addison Airport F.A.R. Part 150 Noise Exposure Maps and accompanying documents are true and complete; that interested parties have had an

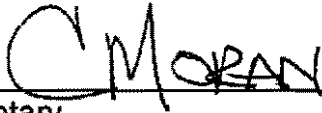
opportunity to comment on the maps and that the 2002 maps are fair and reasonable representations of existing conditions at the airport.

DULY PASSED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, this the 8th day of October 2002.



Mayor

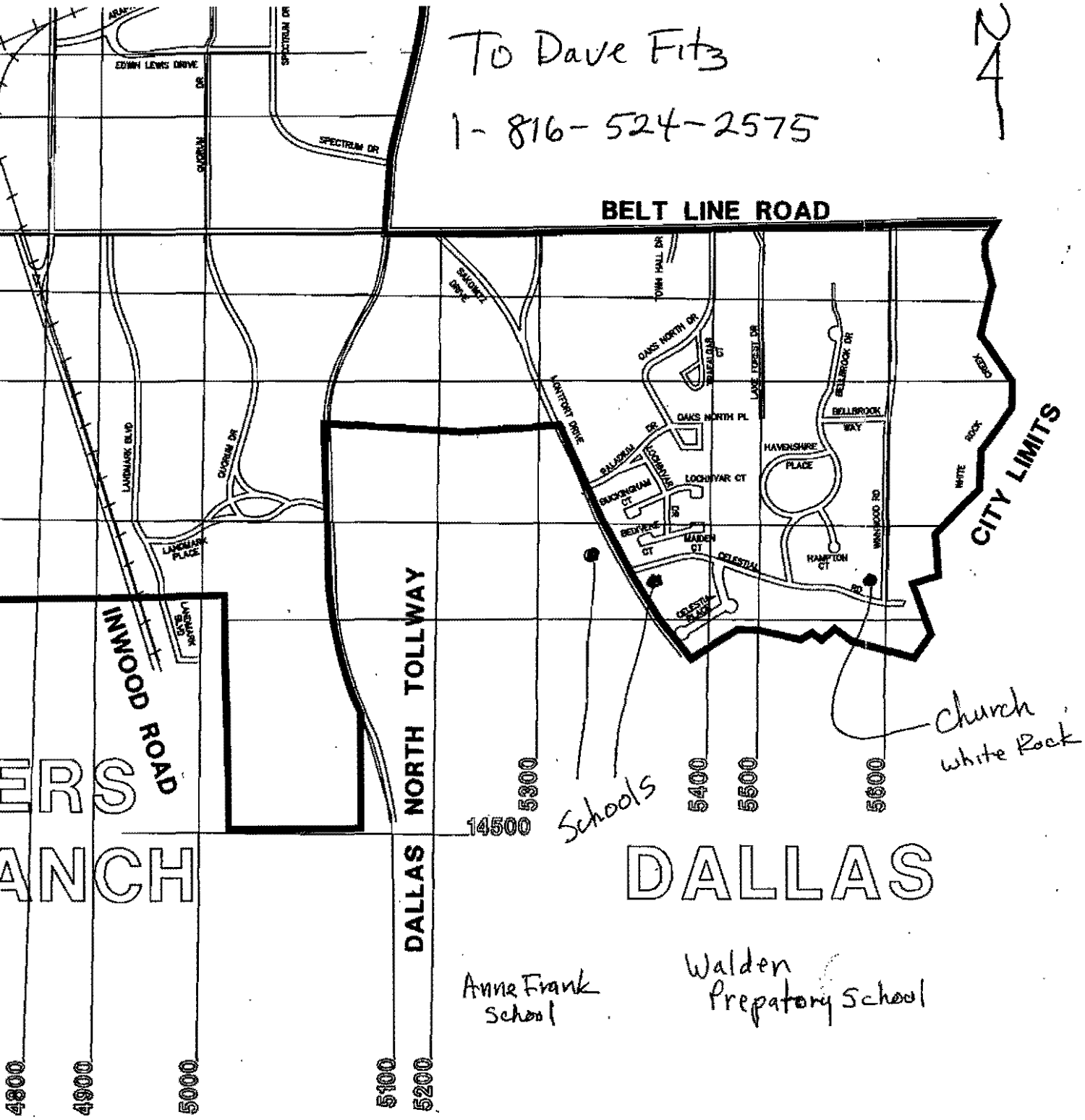
ATTEST:



City Secretary

To Dave Fitz
1-816-524-2575

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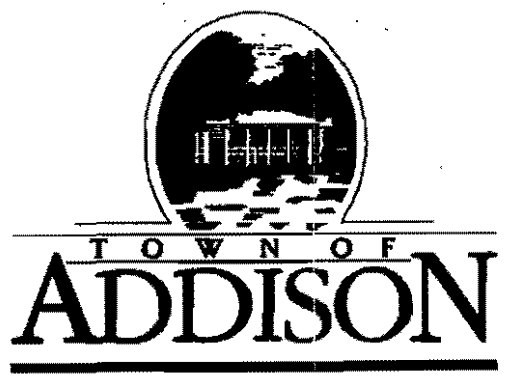
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MAP

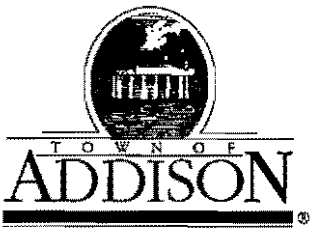
2000)

10'

Anne Frank School

Walden Preparatory School





Public Works / Engineering
 16801 Westgrove • P.O. Box 9010
 Addison, Texas 75001
 Telephone: (972) 450-2871 • Fax: (972) 450-2837

LETTER OF TRANSMITTAL

DATE	10-10-02	JOB NO.
ATTENTION		
RE	Addison Airport	

TO Bruce Ehly
TXDOT Aviation Div.

GENTLEMAN:

WE ARE SENDING YOU

- Attached
- Under separate cover via _____ the following items:
- Shop Drawings
- Prints
- Plans
- Samples
- Specifications
- Copy of letter
- Change order
- _____

COPIES	DATE	NO.	DESCRIPTION
9			FAR Part 150 Noise Compalibility Study Noise Exposure Maps
9			Supporting Information on Project Coord- ination & Local Consultation

THESE ARE TRANSMITTED as checked below:

- For approval
- For your use
- As requested
- For review and comment
- FOR BIDS DUE _____ 19____
- Approved as submitted
- Approved as noted
- Returned for corrections
- _____
- Resubmit _____ copies for approval
- Submit _____ copies for distribution
- Return _____ corrected prints
- PRINTS RETURNED AFTER LOAN TO US

REMARKS Noise Exposure Maps Document has been
Signed by City Manager. "Official" letter
of transmittal and Supporting Council Resolution
to Follow

COPY TO _____

SIGNED: Jefre

If enclosures are not as noted, please notify us at once.

#R9-1

Passed
10-8-02

Council Agenda Item: #R9

SUMMARY:

This item is to authorize the City Manager to sign and thereby certify that the Addison Airport F.A.R. Part 150 Noise Exposure Maps and accompanying documents are true and complete; that interested parties have had an opportunity to comment on the maps and that the 2002 maps are fair and reasonable representations of existing conditions at the airport.

FINANCIAL IMPACT: None

BACKGROUND:

Our consultant for the F.A.R. Part 150 Noise Study (and Airport Master Plan), Coffman Associates, has completed Part 1, consisting of the first four chapters of the Part 150 Noise Study that is now ready for submission to the FAA for review and acceptance. The first four chapters covered an inventory of airport facilities, aviation demand forecasts, aviation noise, current and future land uses within the study area, and current and future aircraft noise exposure conditions and their impact on the compatibility of land uses in the study area. The study produced noise "contour" maps that show the current location of various noise levels due to airport operations, as well as projected noise levels for years 2007 and 2022.

Briefly, the 2002 noise exposure map shows that the 65 DNL (noise level of concern) contour affects a small area of multi-family residences just north of the airport. In 2007, the contour is predicted to expand very slightly, and in 2022 the contour is predicted to shrink back to the southern edge of the multi-family development.

During the preparation of the documents, two Planning Advisory Committee meetings were held, both of which were followed by public meetings to allow participation and input by stakeholders and the public.

A copy of the F.A.R. Part 150 Noise Compatibility Study Update – Noise Exposure Maps document is attached, along with a separate document that contains supporting information on project coordination and local coordination.

RECOMMENDATION:

Staff recommends that the City Manager be authorized to sign and thereby certify that the Addison Airport F.A.R. Part 150 Noise Exposure Maps and accompanying documents are true and complete; that interested parties have had an opportunity to comment on the maps and that the 2002 maps are fair and reasonable representations of existing conditions at the airport, and, that the documents be sent to TxDOT Aviation Division for their transmittal to the FAA for review and acceptance.

NOISE COMPATIBILITY RESPONSIBILITIES

Multiple organizations and groups are responsible for mitigating the effects of aircraft noise exposure in the vicinity of an airport. The following serves as a guide to highlight the various individual responsibilities for noise exposure mitigation around Addison Airport.

Federal Government

The Federal Government, primarily through the Federal Aviation Administration (FAA), has the authority and responsibility to control aircraft noise sources through the following methods:

- **Implement and Enforce Aircraft Operational Procedures** - These include pilot responsibilities, compliance with Air Traffic Control instructions, flight restrictions, and careless and reckless operation of aircraft. Where and how aircraft are operated is under the complete jurisdiction of the FAA.
- **Manage the Air Traffic Control System** - The FAA is responsible for the control of navigable airspace and reviews any proposed alterations in flight procedures for noise abatement on the basis of safety of flight operations, safety and efficient use of navigable airspace, management and control of the national airspace and air traffic control systems, effects on security and national defense, and compliance with applicable laws and regulations.
- **Certification of Aircraft** - The FAA has required the reduction of aircraft noise through certification, modification of engines, or aircraft replacement as defined in F.A.R. Part 36.
FAA noise reduction regulations do not apply to military aircraft or aircraft below 75,000 pounds.
- **Pilot Licensing** - Individuals licensed as pilots are trained under strict guidelines concentrating on safe and courteous aircraft operating procedures, many of which are designed to lessen the effects of aircraft noise.
- **Noise Compatibility Studies** - Federal Aviation Regulation (F.A.R.) Part 150 establishes procedures and criteria for the evaluation of Noise Compatibility Studies.

State Government

The State of Texas does not directly mandate or implement regulations or programs pertaining to aircraft noise or land use. The state does, however, render such power to local governments through enabling legislation. This legislation encourages local governments to establish planning commissions which are assisted by agencies or departments to prepare and adopt a long-range general plan, and regulate zoning, subdivision and land development, consistent with the plan.

Local Government (cities, towns, and counties)

Local governments have the authority to enforce land use regulations within their jurisdictions. These include:

- **Land Use Planning** - Local governments are permitted to prepare, adopt and implement comprehensive, long-range, generalized land use plans within their current jurisdictions and for unincorporated areas which are likely to be annexed.
- **Zoning Ordinance** - Local governments use the Zoning Ordinance to guide the uses of property, provide dimensional requirements for lots, building height and density.
- **Subdivision Regulations** - Local governments can use subdivision regulations to enhance noise-compatible land development by requiring developers to plat and develop land so as to minimize noise impacts or reduce the noise sensitivity of new development. The most common method is the dedication of a noise or aviation easement to the local government by the land subdivider as a condition of development approval.
- **Building Codes** - Local governments institute building codes to ensure safe and inhabitable building standards. Local building codes may require sound insulation in new residential, office, and institutional buildings when warranted by existing or potential high aircraft noise levels.

Airport Proprietor - Town of Addison

The airport proprietor is responsible for the safe and efficient operation of the airfield facility. This includes:

- Overall airport planning and the implementation of airport development actions.
- Installation of noise barriers and implementation of noise-reducing ground operating procedures.
- Provide community outreach.
- Recommend restrictions on airport use that do not unjustly discriminate against any user, impede the federal interest in safety and management of the air navigation system, or unreasonably interfere with interstate commerce.

The airport proprietor does not have the authority to install mandatory noise abatement procedures or direct air traffic.

All procedures including noise abatement, aircraft air operations, and curfews must be approved by the FAA and may require additional studies.

Aircraft Manufacturers

Aircraft manufacturers have the responsibility to incorporate the latest noise reduction technology in aircraft engine designs. In addition, manufacturers can include aircraft specific noise abatement techniques and settings in aircraft operation manuals.

Aviation Users

Aviation users have the responsibility to fly in a safe and responsible manner as per the "General Operating and Flight Rules" defined in F.A.R. Part 91.

Current and prospective residents

Current and prospective residents in areas surrounding airports should seek to understand the aircraft noise problem and what steps can and cannot be taken to minimize its effects. Prospective residents should research the location of nearby airports and determine if aircraft noise would affect their quality of life.

Coffman
Associates
Airport Consultants
www.coffmanassociates.com

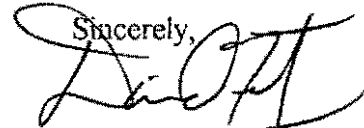
September 30, 2002

James C. Pierce, JR., P.E.
Assistant Public Works Director
Town of Addison
16801 Westgrove Drive
Addison, TX 75001-9010

Dear Mr. Pierce:

Please find enclosed with this letter sixteen (16) draft copies of Chapter Five, Noise Abatement Alternatives and Chapter Six, Land Use Alternatives. Thirty-four (34) copies were individually mailed to the PAC members. This accounts for the fifty (50) copies in our contract. Also attached to each set of draft chapters are meeting minutes from the May 23, 2002 PAC meeting. Please do not hesitate to call me at 800-892-7772 if you have any questions.

Sincerely,



David Fitz, AICP
Associate

Enclosures: as stated

cc: Jim Harris, Coffman Associates, Phoenix

Kansas City • Phoenix

237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063
816-524-3500 • FAX 524-2575

September 16, 2002

James C. Pierce, JR., P.E.
Assistant Public Works Director
Town of Addison
16801 Westgrove Drive
Addison, TX 75001-9010

Re: Transmittal of Noise Exposure Map Documents

Dear Mr. Pierce:

Please find enclosed twelve (12) final copies of the Noise Exposure Map (NEM) document for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update. The NEM document is the first half of a complete F.A.R. Part 150 Study. It consists of the first four chapters of the study. As you know, before the FAA will review and approve an updated Noise Compatibility Program for the airport, it must have completed its' review and accepted the Noise Exposure Maps (NEM) document. Please submit nine (9) copies of the NEM documents to Bruce Ehly with the TxDOT. His address is:

Bruce Ehly
Airport Planner
Texas Department of Transportation
Aviation Division
125 E. 11th Street
Austin, Texas 78701-2438

Be sure to have Mr. Whitehead sign the certification statements on page x and on Exhibits 1 and 2 after page x in each of the submitted documents. It is important that you include documentation of Mr. Whitehead's authority to certify the NEMs with your submittal letter to the TxDOT. The TxDOT will accept different forms of authorization, including a resolution of the Town Council, an excerpt from the minutes of a meeting of the Town Council authorizing Mr. Whitehead to make the certification, or an opinion of the Town's attorney that the City Manager has the authority to make the certification.

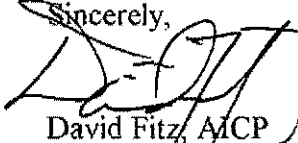
Today we also shipped to you fifteen (15) copies of the supplemental volume which documents the public coordination process, including the public comments received thus far. In your submittal to Mr Ely, be sure to enclose nine (9) copies of the supplemental volume. The other six (6) copies are for you to use as you wish. You may wish to place some in public libraries with the NEM document for public review. You may also wish to give them to the local planning departments or city managers for their records.

Kansas City • Phoenix

Mr. Pierce
September 16, 2002
page 2

In order to benefit from the legal protection afforded by the Aviation Safety and Noise Abatement Act of 1980, you must publish a notice of the FAA's acceptance of the NEMs in a local newspaper of general circulation in the county. An example of a suitable public notice is enclosed for your use after you receive notice of FAA's acceptance of the NEMs.

Please let us know if you have any questions about the submittal of the NEMs to the TxDOT. We are prepared to answer any questions and provide any material the TxDOT or FAA may request to aid in their review of the NEMs. Please let us know if we can be of any assistance.

Sincerely,

David Fitz, AICP
Associate

Enclosures: as stated

cc: Mr. Jim Harris, Coffman Associates

cc Mark Acevedo with documents

Public Notice
Federal Aviation Administration Acceptance
of Noise Exposure Maps for Georgetown Municipal Airport

[To be published three times in a local newspaper of general circulation in the County.]

Pursuant to Sections 107(a) and (b) [49 U.S.C. 2107(a) and (b)] of the Airport Safety and Noise Abatement Act of 1979: Notice is hereby given that on **[DATE]** , the Federal Aviation Administration completed its evaluation of, and has accepted, the updated Federal Aviation Regulation Part 150 Noise Exposure Maps Update for Addison Airport, Addison, Texas. The Maps show airport noise exposure for actual 2002 conditions and forecasted 2007 conditions. The Noise Exposure Maps and supporting documentation are available for public review during normal business hours at the Town of Addison Service Center, 16801 Westgrove Drive, Addison, Texas 75001. For information, call Mr. James C. Pierce at (972) 450-2879.

#

September 13, 2002

Mr. Jim Pierce
Assistant Director of Public Works
Town of Addison
P.O. Box 9010
Addison, TX 75001

Dear Mr. Pierce:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

Master Plan

- Chapter Four - Airport Alternatives

Part 150

- Chapter Five - Aviation Alternatives
- Chapter Six - Land Use Alternatives

These documents will be sent to you prior to the committee meeting for your review. Due to the amount of material that will be covered at the meeting, we will be discussing the Master Plan from 9:00 a.m. to 12:00 p.m. We will reconvene from 1:30 p.m. to 4:00 p.m. to discuss the Part 150 noise abatement and land use alternatives. A public workshop has also been scheduled for later that evening, from 5:30 p.m. to 7:00 p.m. at the Addison Conference and Theatre Centre.

We look forward to meeting with you on October 10, 2002. In the meantime, if you have any questions regarding the study or if you should need additional information, please feel free to call me (602-993-6999) or David Fitz (816-524-3500) at any time.

Sincerely,



James M. Harris, P.E. *by m*
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Mr. Tracy Eubanks
Mapsco, Inc.
4181 Centurion Way
Addison, TX 75001

Dear Mr. Eubanks:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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Sincerely,



James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Mr. Keith Braley
Northern Trust Bank
16475 Dallas Parkway
Addison, TX 75001

Dear Mr. Braley:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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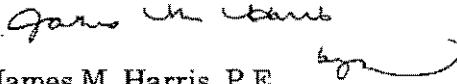
Part 150

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- Chapter Six - Land Use Alternatives

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Sincerely,


James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Mr. Mike Tiller
Tenant Area Representative
Pizza Hut
4570 Westgrove, #145
Addison, TX 75001

Dear Mr. Tiller:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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We look forward to meeting with you on October 10, 2002. In the meantime, if you have any questions regarding the study or if you should need additional information, please feel free to call me (602-993-6999) or David Fitz (816-524-3500) at any time.

Sincerely,



James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Mr. Ron Frederick
Tenant Representative
Mission Air
4600 Claire Chennault
Addison, TX 75001

Dear Mr. Frederick:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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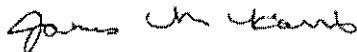
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Sincerely,



James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Mr. Al Ranyk
Tenant Representative
Flight/AER Aviation School/BAR
13709 Gamma Rd.
Dallas, TX 75244

Dear Mr. Ranyk:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

Master Plan

- Chapter Four - Airport Alternatives

Part 150

- Chapter Five - Aviation Alternatives
- Chapter Six - Land Use Alternatives

These documents will be sent to you prior to the committee meeting for your review. Due to the amount of material that will be covered at the meeting, we will be discussing the Master Plan from 9:00 a.m. to 12:00 p.m. We will reconvene from 1:30 p.m. to 4:00 p.m. to discuss the Part 150 noise abatement and land use alternatives. A public workshop has also been scheduled for later that evening, from 5:30 p.m. to 7:00 p.m. at the Addison Conference and Theatre Centre.

We look forward to meeting with you on October 10, 2002. In the meantime, if you have any questions regarding the study or if you should need additional information, please feel free to call me (602-993-6999) or David Fitz (816-524-3500) at any time.

Sincerely,



James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Mr. Al Ranyk
Tenant Representative
Flight/AER Aviation School/BAR
4700 Airport Parkway
Addison, TX 75244

Dear Mr. Ranyk:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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Sincerely,



James M. Harris, P.E. 
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Mr. Bob Barrett
Citizen Representative
City Council
14637 Lexus Ave.
Addison, TX 75001

Dear Mr. Barrett:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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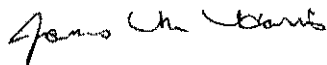
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Sincerely,



James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Mr. John Cummings
Citizen Representative
3817 Azure Lane
Addison, TX 75001

Dear Mr. Cummings:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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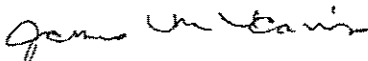
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Sincerely,



James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

September 13, 2002

Ms. Janiece Niemann
Citizen Representative
14921 Bellbrook
Dallas, TX 75254

Dear Ms. Niemann:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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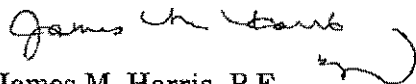
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Sincerely,



James M. Harris, P.E.
Principal

- c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

September 13, 2002

Ms. Sue Halpern
Citizen Representative
14800 LeGrande Dr.
Addison, TX 75001

Dear Ms. Halpern:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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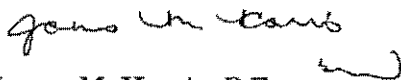
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Sincerely,



James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

September 13, 2002

Mr. Albert Jandura
Citizen Representative
14936 Oaks North Dr.
Dallas, TX 75254

Dear Mr. Jandura:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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Sincerely,



James M. Harris, P.E. 
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

September 13, 2002

Ms. Elizabeth Knott
Citizen Representative
14925 Oaks North Dr.
Dallas, TX 75254

Dear Ms. Knott:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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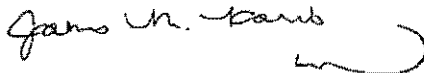
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Sincerely,



James M. Harris, P.E.
Principal

- c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

September 13, 2002

Ms. Bonnie Tyler
Citizen Representative
17106 Planters Row
Addison, TX 75001

Dear Ms. Tyler:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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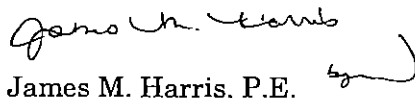
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Sincerely,



James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Mr. Ed Morales
Fixed Base Operator
Addison Express
4505 Claire Chennault
Addison, TX 75001

Dear Mr. Morales:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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Sincerely,



James M. Harris, P.E. 
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Mr. Jack Hopkins
Fixed Base Operator
Million Air
4300 Westgrove Drive
Addison, TX 75001

Dear Mr. Hopkins:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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Sincerely,



James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Ms. Kim Phillips
Fixed Base Operator
Mercury Air
4400 Glen Curtis
Addison, TX 75001

Dear Ms. Phillips:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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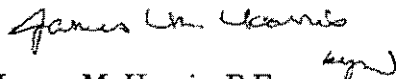
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James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Mr. Bryan Langley
Town of Addison
P.O. Box 9010
Addison, TX 75001

Dear Mr. Langley:

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Sincerely,



James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

September 13, 2002

Mr. Chris Terry
Town of Addison
P.O. Box 9010
Addison, TX 75001

Dear Mr. Terry:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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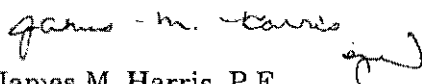
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Sincerely,



James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

September 13, 2002

Mr. Mark Acevedo
Town of Addison
P.O. Box 9010
Addison, TX 75001

Dear Mr. Acevedo:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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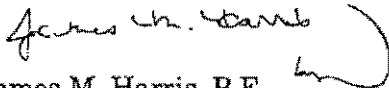
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Sincerely,



James M. Harris, P.E.
Principal

- c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

September 13, 2002

Ms. Phyllis Jarrell
City of Plano Planning Department
P.O. Box 860358
Plano, TX 75086-0358

Dear Ms. Jarrell:

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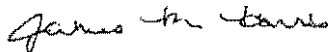
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
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We look forward to meeting with you on October 10, 2002. In the meantime, if you have any questions regarding the study or if you should need additional information, please feel free to call me (602-993-6999) or David Fitz (816-524-3500) at any time.

Sincerely,



James M. Harris, P.E. 
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

September 13, 2002

Mr. Kaizer Rangwala
City of Farmers Branch Planning Department
P.O. Box 819010
Farmers Branch, TX 75381

Dear Mr. Rangwala:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

Master Plan

- Chapter Four - Airport Alternatives


Part 150

- Chapter Five - Aviation Alternatives
- Chapter Six - Land Use Alternatives

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Sincerely,


James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

September 13, 2002

Ms. Sherell Cockrell
Planning Dept. Director
City of Dallas Planning Department
1500 Marilla, 5DN
Dallas, TX 75201

Dear Ms. Cockrell:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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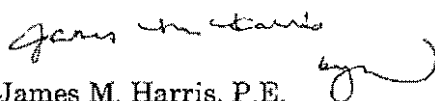
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Sincerely,


James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Mr. John Webb
City of Carrollton Planning Department
P.O. Box 110535
Carrollton, TX 75011

Dear Mr. Webb:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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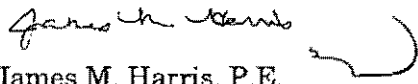
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Sincerely,


James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

September 13, 2002

Ms. Carmen Moran
Town of Addison Development Services
P.O. Box 9010
Addison, TX 75001

Dear Ms. Moran:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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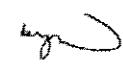
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Sincerely,



James M. Harris, P.E. 
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

September 13, 2002

Mr. Mike Sims
North Central Texas Council of Governments
P.O. Box 5888
Arlington, TX 76005-5888

Dear Mr. Sims:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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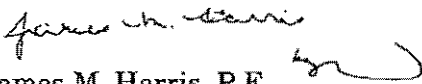
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Sincerely,


James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

September 13, 2002

Mr. Paul Smith
Regional Representative
National Business Aviation Association
30124 Sawgrass Trail
Georgetown, TX 78628

Dear Mr. Smith:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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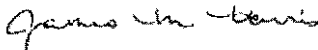
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Sincerely,



James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Mr. Jerry Hooper
Regional Representative
Aircraft Owners & Pilots Association
3332 Ball Dr.
Corpus Christi, TX 78418

Dear Mr. Hooper:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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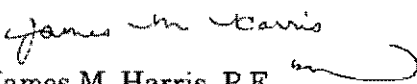
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Sincerely,


James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Mr. Charles Heath
President
Addison Business Association
200 Professional Plaza 1
1 Medical Parkway, Suite 200
Farmers Branch, TX 75234

Dear Mr. Heath:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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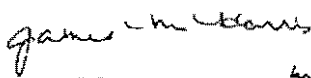

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Sincerely,


James M. Harris, P.E. 
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Mr. Bruce Ehly
Airport Planner
Texas Department of Transportation
150 E. Riverside Drive
South Tower, 5th Floor
Austin, TX 78704

Dear Mr. Ehly:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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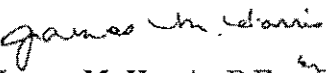
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Sincerely,


James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Ms. Nan Terry
Airport Planner
FAA, SOUTHWEST REGION
2601 Meacham Blvd.
Ft. Worth, TX 76137

Dear Ms. Terry:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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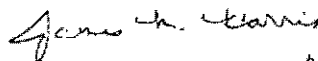
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Sincerely,



James M. Harris, P.E. 
Principal

- c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Mr. Rick Compton
Airport Planner
FAA, SOUTHWEST REGION
2601 Meacham Blvd.
Ft. Worth, TX 76137

Dear Mr. Compton:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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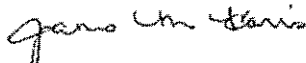
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Sincerely,



James M. Harris, P.E.
Principal

- c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Mr. Alvin DeVane
Air Traffic Manager
FAA
16000 Dooley Road
Addison, TX 75001

Dear Mr. DeVane:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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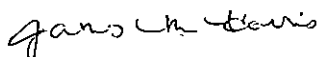
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Sincerely,


James M. Harris, P.E. *by J*
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Ms. Darci Neuzil
Interim Airport Manager
Addison Airport
4651 Airport Parkway
Addison, TX 75001

Dear Ms. Neuzil:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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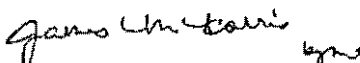
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Sincerely,


James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Mr. Jack Hopkins
Fixed Base Operator
Million Air
4300 Westgrove Drive
Addison, TX 75001

Dear Mr. Hopkins:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

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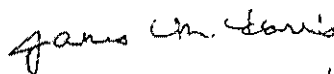
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Sincerely,


James M. Harris, P.E. *by me*
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

September 13, 2002

Mr. Jim Pierce
Assistant Director of Public Works
Town of Addison
P.O. Box 9010
Addison, TX 75001

Dear Mr. Pierce:

The third Planning Advisory Committee (PAC) meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for October 10, 2002, at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee meeting in May. Since that time, a considerable amount of work has been accomplished including the evaluation of various alternatives for both the Master Plan and the F.A.R. Part 150 Noise Compatibility Study. The material to be discussed will be in the form of one draft working paper for the Master Plan and two draft working papers for the Part 150 Study as follows:

Master Plan

- Chapter Four - Airport Alternatives


Part 150

- Chapter Five - Aviation Alternatives
- Chapter Six - Land Use Alternatives

These documents will be sent to you prior to the committee meeting for your review. Due to the amount of material that will be covered at the meeting, we will be discussing the Master Plan from 9:00 a.m. to 12:00 p.m. We will reconvene from 1:30 p.m. to 4:00 p.m. to discuss the Part 150 noise abatement and land use alternatives. A public workshop has also been scheduled for later that evening, from 5:30 p.m. to 7:00 p.m. at the Addison Conference and Theatre Centre.

We look forward to meeting with you on October 10, 2002. In the meantime, if you have any questions regarding the study or if you should need additional information, please feel free to call me (602-993-6999) or David Fitz (816-524-3500) at any time.

Sincerely,



James M. Harris, P.E. *by*
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

Kansas City • Phoenix

To Dave Fitz
1-816-524-2573

OK as noted
J. Pierce
9-12-02

September 13, 2002

Dear :

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Part 150

Chapter Five - Aviation Alternatives
Chapter Six - Land Use Alternatives

Master Plan

Chapter Four - Airport Alternatives

~~X~~
~~X~~

~~X~~



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James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Coffman Associates

*I if you know when (or approx-
imately) you will be sending the documents, put that in the letter. If not, let it go as is.*

HP LaserJet 3200se



TOALASERJET 3200
9724502837
SEP-12-2002 2:17PM

Fax Call Report

Job	Date	Time	Type	Identification	Duration	Pages	Result
575	9/12/2002	2:16:32PM	Send	918165242575	1:03	1	OK

*To Dave Fitz
1-816-524-2575
OK as noted
Jim Pierce
9-12-02*

September 13, 2002

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- Part 150
 - Chapter Five - Aviation Alternatives
 - Chapter Six - Land Use Alternatives
- Master Plan
 - Chapter Four - Airport Alternatives

as follows:

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Sincerely,

James M. Harris, P.E.
Principal

c. Jim Pierce, Town of Addison
David Fitz, Colman Associates

If you know when you will be sending the documents, put that in the letter. If not, let it go as is.

Phone message from
Carmen Moran

9-12-02

Re: Part 150/Master Plan

Molly Waller called and

asked for Avigation Easements.

Carmen pulled call, copied them,
located them on a map,
Numbered them and sent
them this week.

Jim Pierce

From: Jim Pierce
Sent: Wednesday, September 11, 2002 2:23 PM
To: Dave Fitz (E-mail)
Cc: Chris Terry; Mark Acevedo; Bruce Ehly (E-mail); Lisa Pyles (E-mail)
Subject: Noise Exposure Maps Documents

Dave: Please go ahead and print the 12 extra copies of the "final" Noise Exposure Maps Documents so we can submit them to FAA through TxDOT. Please set up for the City Manager's signature. We plan to put this on the Oct. 8th meeting Agenda. Accordingly, I will need the documents on or before Sept 27. Thanks,

Jim Pierce, P.E.
Assistant Public Works Director
Town of Addison, TX
972-450-2879

Coffman
Associates
Airport Consultants
www.coffmanassociates.com


September 10, 2002

James C. Pierce, JR., P.E.
Assistant Public Works Director
Town of Addison
16801 Westgrove Drive
Addison, TX 75001-9010

Dear Mr. Pierce:

Per our discussion during the September 3, 2002 coordination meeting, the cost of printing 12 extra copies of the Noise Exposure Maps (NEM) document for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update is \$980.00. As we discussed, we have \$5,000 for purchasing aerial photography that we did not use because of the availability of North Central Texas Council of Governments aerial photography; therefore, no extra funds will be necessary to cover the cost of the extra 12 copies of the NEM documents.

We are ready to print the extra NEM documents upon receiving your approval. An e-mail will be sufficient for use to proceed. Please do not hesitate to call me at 800-892-7772 if you have any questions.

Sincerely,

David Fitz, AICP
Associate

cc: Bruce Ehly, TxDOT
Mark Acevedo, Town of Addison
Jim Harris, Coffman Associates, Phoenix

Kansas City • Phoenix

237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063
816-524-3500 • FAX 524-2575



FAX TRANSMITTAL

Please deliver the following pages to:

Name: Mr. Jim Pierce, Jr, P.E.

Firm: Town of Addison

FAX No. (972) 450-2837

Total Number of Pages Including this Cover Sheet: 2

Comments: Jim:
NEM printing costs.

Dave

Date: September 10, 2002 **Time:** 4:49 PM

If you do not receive all of the pages,

Please Call: Sherry at (816)524-3500

Fax Sender: Dave

Project Number:

FAX No. (816) 524-2575

237 N.W. Blue Parkway, Suite 100 Lee's Summit, Missouri 64063 (816)524-3500

Coffman
Associates
Airport Consultants
www.coffmanassociates.com

September 10, 2002

James C. Pierce, JR., P.E.
Assistant Public Works Director
Town of Addison
16801 Westgrove Drive
Addison, TX 75001-9010

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We are ready to print the extra NEM documents upon receiving you approval. An e-mail will be sufficient for use to proceed. Please do not hesitate to call me at 800-892-7772 if you have any questions.

(5 Drafts = \$ 750⁰⁰)

Sincerely,

David Fitz, AICP
Associate

cc: Bruce Ehly, TxDOT
Mark Acevedo, Town of Addison
Jim Harris, Coffman Associates, Phoenix

Mark - Put on agenda
for Sept 24th

"
Send final copies.
DRAFT taken off.
Get them signed.
Send to FAA for
review & acceptance

Kansas City • Phoenix



FACILITIES AND FLEET SERVICES

Post Office Box 9010 Addison, TX 75001-9010

(972) 450-2800

16801 Westgrove Dr.

Coffman & Associates

Staff Briefing

September 4, 2002

9:00 AM – 12:00 PM

Addison Service Center

-
- Master Plan Alternatives
 - Obstruction Evaluation
 - Part 150 Alternatives
 - Next Planning Advisory Committee Mtg.

July 31, 2002

A.M. Rieth
14331 Hughes Lane
Dallas, TX 75254

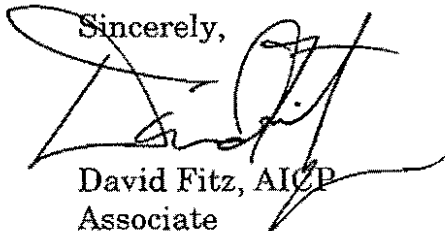
Dear Mr. and Mrs. Rieth:

Darci Neuzil forwarded your letter dated July 19, 2002 to us for consideration in the Addison Airport F.A.R. Part 150 Study process. We understand your concerns about early morning and late night Lear Jet overflights. We are currently in the process of assessing noise abatement alternatives for Addison Airport. This analysis will be presented at our next public workshop which will be held in September or October.

Your suggestion of extending the study area boundary beyond Preston Road will be taken under consideration. However, it is important to note the general purpose of the study area boundary is for gathering detailed land use planning information for the purposes of noise compatibility planning. Noise compatibility planning involves reviewing future land use plans, zoning, subdivision regulations, and building codes to determine if refinements or changes are necessary to maintain compatible development in undeveloped/redeveloping areas in the vicinity of the airport. The study area boundary will not preclude us from assessing noise abatement alternatives that may be beneficial to your area.

Thank you for your interest in the Addison Airport F.A.R. Part 150 Study. We look forward to seeing you at the next public workshop. If you have any additional concerns or questions, please do not hesitate to contact me. My phone number is 816-524-3500 and my e-mail address is dfitz@coffmanassociates.com.

Sincerely,



David Fitz, AICP
Associate

cc Jim Pierce, Town of Addison
Jim Harris, Coffman Associates

ADDISON AIRPORT
F.A.R. PART 150 NOISE COMPATIBILITY STUDY
LAND USE TECHNICAL CONFERENCE

The purpose of the Land Use Technical Conference is to bring together area planning representatives to discuss possible land use management techniques. The following list of techniques have been used to promote land use compatibility at airports around the country. FAA requires most of these to be considered in F.A.R. Part 150 studies. Not all will be appropriate in the Addison area, but they are provided as a starting point for discussions.

The goal of the meeting is to compile a list of potential techniques that deserve further consideration -- not a list of firm recommendations. These will then be analyzed by the consultant and presented in a forthcoming working paper.

REGULATORY TECHNIQUES

Compatible Use Zoning - Commercial, industrial, or farmland zoning.

Zoning Changes, Residential Density - Large lot zoning or planned unit development.

Noise Overlay Zoning - Special regulations within high noise areas.

Transfer of Development Rights - Zoning framework to authorize private sale of development rights to encourage sparse development in high noise areas.

Environmental Zoning - Environmental protection zoning supporting airport's need for land use compatibility.

Subdivision Regulation Changes - Require dedication of noise and aviation easements, plat notes.

Building Code Changes - Require soundproofing in new construction.

Dedicated Noise and Aviation Easements - Required for development permits.

Fair Disclosure Regulations - Seller required to notify buyer of aircraft noise.

POLICY TECHNIQUES

Comprehensive Planning - Policies supporting land use compatibility near airport.

Discretionary Project Review - Consider need for land use compatibility when reviewing variances, re-zonings, conditional use applications, public projects.

Capital Improvement Programming - Investments in utilities and public facilities supporting land use compatibility.

EXPENDITURE TECHNIQUES

Fee Simple Purchase - Outright purchase of property.

Redevelopment - Acquisition and redevelopment of property.

Noise and Avigation Easement Purchase - Purchase easement only.

Sales Assistance - Provide assistance to property owners in selling homes, retaining easement.

Development Rights Purchase - Purchase of rights to develop property.

Soundproofing - Sound attenuation improvements in homes, noise-sensitive institutions.

**POTENTIAL LAND USE ALTERNATIVES
TOWNS OF ADDISON AND FARMERS BRANCH
AND THE CITIES OF CARROLLTON AND DALLAS**

REGULATORY TECHNIQUES

- *Noise Overlay Zone*

Overlay zoning is intended to provide a layer of special purpose regulations in order to address special environmental constraints or problems. This is accomplished by setting performance standards and creating one or more special zoning districts that supplement, or combine with, the regulations of the general purpose zoning districts.

Noise overlay zoning regulations are usually established as “combining” regulations in that the underlying zoning remains in place and is supplemented by the noise overlay zone. The land within the noise overlay zone is subject to the requirements of two zoning districts – the underlying zone and the overlay zone. The strictest requirements of both zones apply to the affected property. Regulations in noise overlay zones can prohibit noise-sensitive uses (as long as the underlying zone permits enough other land uses to provide an opportunity for the economically viable use of the land) or require sound insulation in the construction of noise-sensitive uses.

The boundaries of noise overlay zones are usually determined by noise contours. The boundary may follow the actual contours, or, for the sake of simplified administration, nearby streets, property lines, or natural features. In the Addison Airport study area, three districts of noise overlay zoning could be developed with varying levels of protection based on the district designation. Noise overlay zone 1 could contain the areas within the squared-off 65 DNL contour. Development within this overlay zone would be limited to non-noise sensitive development such as open space, commercial, or industrial uses. Consideration could be given to requiring aviation easements for new development within this zone. Noise overlay zone 2 could encompass the approach and departure paths contained within the Part 77 horizontal surface. Within this zone, sound insulation could be required for any noise-sensitive development. Noise overlay zone 3 could encompass the Part 77 horizontal surface. The purpose of this zone would be primarily for public disclosure of potential aircraft noise and overflight impacts. **Table A** outlines a potential noise compatibility overlay matrix for discussion purposes.

The difficulty in adopting overlay zones lies in the number of jurisdictions which need to revise their zoning ordinance. Each jurisdiction within the Part 77 Horizontal surface would need to individually draft and adopt the overlay zones.

TABLE A
Potential Noise Compatibility Overlay Zoning Matrix
Addison Airport

	Uses allowed within each zone		
	Zone 1	Zone 2	Zone 3
RESIDENTIAL			
Single-family, duplex, multi-family, manufactured housing	No	Yes [4]	Yes
Recreational Vehicle Parks	No	Yes [4]	Yes
Other residential	No	Yes [4]	Yes
PUBLIC FACILITIES			
Educational facilities	No	Yes [4]	Yes
Religious facilities, libraries, museums, galleries, clubs and lodges	Yes [1, 5]	Yes [6]	Yes
Outdoor sport events, entertainment and public assembly (except amphitheaters)	Yes [2, 5]	Yes	Yes
Indoor recreation, amusement parks, athletic clubs, gyms, spectator sports	Yes [5]	Yes	Yes
Neighborhood, community, and regional parks	Yes	Yes	Yes
Outdoor recreation (i.e. tennis, golf courses, riding trails, etc.)	Yes	Yes	Yes
Cemeteries	Yes [1]	Yes	Yes
INDUSTRIAL			
Any type of industrial facility such as the processing of food, wood, and paper products; printing and publishing; warehouses, wholesale, and storage activities; refining, manufacturing and storage of chemicals, petroleum and related products; manufacturing of stone, clay, glass, leather, gravel and metal products; construction and salvage yards; natural resource extraction and processing; etc.	Yes [5, 7]	Yes [7]	Yes
Hospitals and other health care services	No	Yes [3]	Yes

TABLE A (Continued)
Potential Noise Compatibility Overlay Zoning Matrix
Addison Airport

	Uses allowed within each zone		
	Zone 1	Zone 2	Zone 3
COMMERCIAL			
Hotels/motels	Yes [1, 5]	Yes	Yes
Services: financial, real estate, insurance, professional, and government offices	Yes [5]	Yes	Yes
Retail sales: building materials, farm equipment, automotive, marine, mobile homes, recreational vehicles, and accessories	Yes [5]	Yes	Yes
Restaurants, eating and drinking establishments	Yes [5]	Yes	Yes
Retail sales: general merchandise, food, drugs, apparel, etc.	Yes [5]	Yes	Yes
Personal services: barber and beauty shops, laundry and dry cleaning, etc.	Yes [5]	Yes	Yes
Automobile service stations	Yes [5]	Yes	Yes
Repair services	Yes [5]	Yes	Yes
AGRICULTURE			
Animal husbandry; livestock farming, breeding and feeding; plant nurseries (excluding retail sales)	Yes [1, 5]	Yes	Yes
Farming (except livestock)	Yes [1, 5]	Yes	Yes
MISCELLANEOUS			
Transportation terminals, utility and communication facilities	Yes [5]	Yes	Yes
Vehicle parking	Yes	Yes	Yes

TABLE A (Continued)
Potential Noise Compatibility Overlay Zoning Matrix
Addison Airport

Notes:

- 1 The land use or activity is permitted; however, an outdoor-to-indoor noise level reduction of 45 decibels must be incorporated into the design and construction of those buildings where people work, live, or are otherwise received.
- 2 Land use is compatible provided special sound reinforcement systems are installed.
- 3 The land use or activity is permitted; however, an outdoor-to-indoor noise level reduction of 25 decibels must be incorporated into the design and construction of buildings and structures.
- 4 Residential/educational buildings require a noise level reduction of 25 decibels.
- 5 Avigation easement required for new development.
- 6 It is suggested that residential development incorporate noise attenuation standards into building and/or landscape design.
- 7 Uses that produce air pollutants that may obscure vision in any way, or which involve raw materials, products or by-products, which pose a potential explosive hazard, are not permitted.

• ***Airport Zoning Ordinance***

The State of Texas, through the *Airport Zoning Act* (Act) (contained in Subchapter A of Chapter 241 of Subtitle C of the Texas State Statutes), has granted municipalities and counties the power to adopt two types of airport zoning regulations - Airport Hazard Area Zoning Regulations and Airport Compatible Land Use Zoning Regulations. The purpose of these regulations is to (1) prevent the creation of an airport hazard and (2) ensure that compatible land uses are developed around the airport. The zoning regulations can specify the land uses permitted, regulate the type of structures, and restrict the height of structures and objects of natural growth to prevent the creation of an obstruction to flight operations or air navigation.

This type of zoning ordinance would be very beneficial to protect airports that are not entirely located within one jurisdiction or are located on the edge of a jurisdiction, as is the case with Addison Airport. In instances where more than one jurisdiction is affected, the statutes allow the following: "A political subdivision to whose benefit an airport is used in the interest of the public ... may create a joint airport zoning board with another political subdivision in which an airport hazard area or a controlled compatible land use area relating to the airport is located. The political subdivisions must act by resolution or ordinance in creating the joint board." The purpose of such a zoning board would be to not only adopt the zoning ordinance, but also to administer and enforce the various regulations.

The Town of Addison has adopted an airport zoning ordinance whose purpose is to regulate the height of structures within the airport's F.A.R. Part 77 surface. Unfortunately, this ordinance applies only within the town limits. Consideration could

be given to creating a joint airport zoning board which could incorporate the existing airport zoning ordinance created by the Town of Addison and then go one step further to regulate land uses within the airport environs. The airport zoning board would be made up of two representatives from each of the cities, towns, and counties which fall under the F.A.R. Part 77 surface for the airport. As described above, the board would adopt a zoning ordinance and ensure that the regulations are enforced. The land use portion of the ordinance could be structured in a similar manner as was described above in the overlay zones section of this document. The primary benefit of this type of ordinance versus the suggested overlay zones is that one entity would be responsible for the zoning versus three or four jurisdictions.

- ***Subdivision Regulations Amendments***

Subdivision regulations control the platting of land by setting standards for site planning, lot layout, and the design of utilities and public improvements. They can encourage compatible development around an airport by requiring the consideration of aircraft noise during the plat review by public officials.

In the various jurisdictions within the study area, subdivision regulations could be amended to require further review in the areas contained within the Part 77 horizontal surface. Some of the techniques that can be incorporated in the regulations to alleviate the impacts of airport noise on noise-sensitive development within the influence area include the following.

- Requiring noise attenuation features such as berms, shrubs and trees, or noise walls in the site plan.
- Decreasing or shifting the density of portions of development away from higher noise impact areas.
- Requiring the dedication of noise and aviation easements within the squared-off 65 DNL airport noise contour and within the approach and departure paths as described in the overlay zoning discussion. (These easements serve notice that the property is subject to aircraft noise which may, at times, infringe on a resident's enjoyment of the property. The easement should state clearly that noise levels might increase in the future and that flight patterns or operating times might change. A noise and aviation easement often includes a covenant waiving the property owner's right to sue the airport proprietor for disturbances caused by aircraft noise.)

- ***Building Code Amendments***

Building codes regulate the construction of buildings, setting standards for materials and construction techniques in order to protect the health, safety, and welfare of residents. Codes address structural concerns, ventilation, and insulation, each of which influences the noise attenuation capabilities of a building. Building codes commonly apply to both new construction and major alterations.

In the study area, building codes could be amended to require sound insulation in the construction of noise-sensitive uses in areas subject to aircraft noise levels of 65 DNL or greater. Most sound insulation code standards describe in detail the required improvements needed to achieve a given level of noise reduction. While sound insulation standards may cost local builders more than conventional construction, a properly sound-insulated home is not only quieter, it is also more energy-efficient. Any additional costs incurred during construction are buying real value for the future homeowner; therefore, the additional costs of sound insulation may be recouped through the marketing process.

There are a number of building code models to choose from in considering the specific sound insulation standards. The three most common models are flexible, performance, and prescriptive standards.

Flexible noise insulation standards would describe the required “sound transmission class” (STC) rating of all building components. STC is a system for rating the effectiveness of partitions, floors, ceilings, windows, and doors in attenuating the transmission of sound. The ratings are determined through standardized laboratory tests of sound transmission at various frequencies. The higher the STC rating, the better the sound reduction. A builder would be free to use any materials listed as long as evidence is provided that the required STC rating has been met. This standard can be very difficult to maintain and enforce.

Performance noise insulation standards would focus on the final result to be achieved in the construction. The standards would describe the required level of outdoor-to-indoor noise reduction. The builder could use any materials as long as it can be certified that the plans and final construction meet the standard. This would require the assistance of an acoustical engineer in designing the building and checking construction. It would also require testing the building after construction. Performance building standards are very costly to implement.

Prescriptive noise insulation standards are perhaps the most commonly used approach to sound insulation standards. The building code would be amended to set specific construction standards intended to achieve a given level of noise reduction. It would be the duty of the local building inspector to ensure that the correct materials are used and construction is done properly. After installation and a successful inspection, the building is presumed to be able to achieve the targeted level of noise reduction.

POLICY TECHNIQUES

- ***Revise Town of Addison and the City of Carrollton's General Plan***

It is suggested that the Town of Addison and the City of Carrollton consider adopting the 2007 noise contours, prepared as part of this study, as part of their existing general plans. Currently these municipalities utilize the noise contours prepared as part of the previous noise study. In addition, the Town of Addison should consider discouraging not only residential but also noise sensitive institutions such as churches, schools, and hospitals from being developed within the 65 DNL noise contour.

It is also suggested that the Town of Farmers Branch incorporate the 2007 65 DNL noise contour into the Future Land Use Plan in order to discourage noise sensitive development from occurring within this noise contour.

ADDISON AIRPORT
F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
Aviation Technical Conference
July 29, 2002, 1:30 p.m.
Addison Convention and Theatre Centre

Agenda

1. Welcome and Introductions
2. Part 150 Study Process
3. FAA List of Alternatives
4. Previous Part 150 Recommendations and Status
5. Aviation Alternatives Discussion
6. Adjournment

ADDISON AIRPORT
F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE
Land Use Technical Conference
July 29, 2002, 10:00 a.m.
Addison Convention and Theatre Centre

Agenda

1. Welcome and Introductions
2. Part 150 Study Process
3. FAA List of Land Use Alternatives
4. Previous Part 150 Land Use Recommendations and Status
5. Land Use Alternatives Discussion
6. Adjournment

Stage I
before '69
most part phased out
over 75,000 lbs

Stage II
1954-1975 aircraft
old Bulfstreams
above 75,000 lbs
have been phased out.
Below 75k, have not.
Aircraft @ TAA have
been hush kitted or
reengineered.

Stage III
Certified Since 75
Lan 35
G4, G5
Most of Business
Jet Fleet.

No program to phase out aircraft under 75,000 lbs

Jim Pierce

From: OliphantPR@aol.com
Sent: Monday, July 15, 2002 3:08 PM
To: cterry@ci.addison.tx.us; rwhitehead@ci.addison.tx.us; macevedo@ci.addison.tx.us; jpierce@ci.addison.tx.us
Subject: Mayor's 150 questions

Chris,

Dave Fitz with Coffman Associates prepared the following answers to the Mayor's questions:

1. Are the 741 residents with noise levels above 65 decibels Addison residents or in other communities as well?

Answer - The majority of residents are in Dallas. Coffman Associates is reviewing the statistics to see if a further breakdown can be made.

2. What are the implications of Question 1?

Answer - The next phase of the study will review possible options for noise mitigation within the 65 DNL contour. Possibilities include land acquisition, sound insulation, aviation easement purchase, revisions to flight routes, changes in runway usages, etc.).

3. Do we expect this number to increase as a result of the current measurement process?

Answer - The population impacted above 65DNL is forecasted to increase to 788 residents by 2007. The population could increase to 1,318 residents if undeveloped land within the 2007 65 DNL contours develop into noise sensitive land uses as currently planned or zoned.

4. What are the expected outcomes of the 150 study?

Answer - The plan will improve Addison Airport's compatibility with existing and future development within the Town and neighboring communities.

The contour maps in the 150 study notebook clearly identify areas affected by 65 DNL levels. It might be helpful for the Mayor to take a look at them. The July 29 technical conference will explore the various noise mitigation options for further review by the entire committee.

Hope this helps.....

Liz

Coffman
Associates
Airport Consultants
www.coffmanassociates.com

June 28, 2002

Mr. Jim Pierce
Assistant Director of Public Works
Town of Addison
P.O. Box 9010
Addison, TX 75001

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

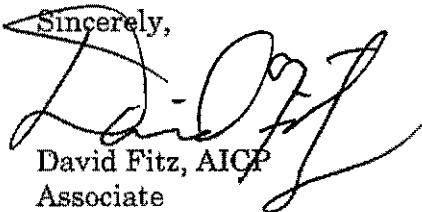
Dear Mr. Pierce:

This letter is to invite you to the upcoming Aviation Technical Conference scheduled as part of the Addison Airport Noise Compatibility Study Update. The meeting is set for 1:30 p.m., Monday, July 29, 2002 in the Stone Cottage at the Addison Conference and Theatre Centre, 15650 Addison Road, Addison, Texas. This meeting is anticipated to last two hours.

The purpose of the Aviation Technical Conference is to review and discuss preliminary ideas for aircraft noise mitigation efforts in the airport vicinity. Those invited to the meetings include aviation technical people, such as pilots, air traffic controllers, corporate aviation officials, in addition to FAA officials, and airport management. Our intent is to discuss the technical aspects of various potential noise abatement techniques which may deserve consideration at Addison. It is hoped that we can reach consensus on the ideas that appear to have merit and deserve further study. We will go on to develop a detailed working paper evaluating noise abatement alternatives based on our independent analysis and the input gained at the technical conference.

Please feel free to contact me at 800-892-7772 if you have any comments or questions.

Sincerely,



David Fitz, AICP
Associate

c. James M. Harris, Coffman Associates

Kansas City • Phoenix

237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063
816-524-3500 • FAX 524-2575

**ADDISON MUNICIPAL AIRPORT
F.A.R. PART 150 NOISE COMPATIBILITY STUDY UPDATE/
MASTER PLAN UPDATE**

PLANNING ADVISORY COMMITTEE MEETING #2
May 23, 2002

Draft Meeting Minutes

Location: Addison Convention and Theater Center, Addison, TX
Attendance: See attached sign-in sheets.

Meeting brought to order 1:30 p.m.

Mr. Jim Harris, representing Coffman Associates, asked those in attendance to introduce themselves. Mr. Harris explained the entire study process and the elements completed in draft form. He stressed the need to read the working papers and provide comments prior to June 6, 2002. He invited all those in attendance to a Public Information Workshop (PIW) to be held at the same location that evening.

Mr. Harris asked if there were any questions.

None received.

Mr. Mike Dmyterko, representing Coffman Associates, introduced himself. He explained the forecast chapter working paper. He explained the forecasting approach and national general aviation trends.

Mr. Barrett, a citizen representative and member of the Addison Town Council, asked if we go to a 24-hour Tower, what will be the affect on operations projections?

Mr. Dmyterko said that a nighttime survey prepared by the Town indicated only 100 operations when the tower was closed.

Mr. Ehly, representing TxDOT, asked the Airport Traffic Control Tower manager, Alvin DeVane, if the nighttime operation survey represented annual conditions?

Mr. DeVane agreed that there is not a lot of activity during the nighttime hours when the tower is closed.

Mr. Barrett said there is no way to track jets at night currently. A 24-hour Tower could control departures.

Mr. DeVane said that at the moment, night traffic doesn't warrant a 24-hour Tower.

Ms. Knott, a citizen representative, said pilots cannot fly over Love Field without clearance. A 24-hour Tower can hold aircraft at Addison until clearance can be given.

Mr. DeVane said the Town could do a cost-sharing arrangement with FAA if a 24 hour Tower is desired.

Mr. Langley, representing the Town of Addison, asked if the forecasts take into account the capacity issues at Addison?

Mr. Dmyterko said that the forecasts are demand based and are not inhibited by capacity constraints. Capacity issues are defined in the facility requirements and potential solutions to these issues are presented in the next phase of the study.

Mr. Dmyterko reviewed the demand capacity and facility requirements necessary to meet the forecasted demand.

Mr. Langley asked who determined the runway displacements at Addison?

Mr. Dmyterko said the Federal Aviation Administration. He said that criteria based on the approach speed and size of the aircraft are used to determine runway and separation requirements.

Ms. Simmons, representing Tenant ABAA, questioned whether a new terminal is necessary. She said that a new terminal would reduce sales at the FBOs.

Mr. Dmyterko explained that the new terminal is needed for administration and customs operations. The new terminal would not be a true passenger facility although it could be used by passengers. Therefore, it should not affect FBO sales or operations. Mr. Dmyterko also noted that the new terminal is not eligible for TxDOT funding.

Mr. Harris called for a ten minute break between presentations.

Mr. Fitz, from Coffman Associates, called the meeting back to order to discuss the Part 150 Noise Compatibility Program Update. He started by reviewing some of the jurisdictional responsibilities and relevant Federal Aviation Regulations that apply to preparing a Part 150 study. Mr. Fitz then explained some basic noise metric and Integrated Noise Model input information.

Mr. DeVane asked when charting of flight paths was done, and for what period of time?

Mr. Fitz explained that the flight track data was obtained for several days at the end of February and into early March. He said Exhibit 3F shows how busy the airspace is in the Addison area and that Addison is located in one of the busiest airspaces in the country.

Mr. Jandrau, representing citizens, asked why the noise contours don't reflect the flight patterns? He said that they should indicate more noise at the southeast end of the airport.

Mr. Fitz explained that the noise contours do reflect flight tracks and bend slightly to the southeast. However, the planes are gaining altitude as they proceed and generate less noise on the ground.

Mr. Jandrau said charts show the number of Lear 25 jets, which are noisy, will increase but projections show that noise will decrease. Why?

Mr. Fitz explained that the Lear 25 jet operations increase in the short term and then decrease in the long range forecast. He said the Lear 25 aircraft were certified prior to 1975 and therefore would be over 50 years old and newer quieter aircraft would be replacing them in the fleet.

Mr. Jandrau asked if the INM considers the flight path in the noise contour calculation?

Mr. Fitz said yes, the flight paths are included in the modeling. Mr. Fitz said he would review the input files to make sure there were no mistakes.

Mr. Fitz asked if there were any additional questions.

None received.

Meeting adjourned at 4:15 p.m.

AIRPORT MASTER PLAN & I R. PART 150
 NOISE COMPATIBILITY STUDY UPDATE
 PLANNING ADVISORY COMMITTEE
 MEETING ATTENDANCE RECORD



Meeting PAC #2 Date: May 23, 2002 Time: 1:30-3:30 p.m.
 Place: Addison Convention and Theatre Centre

Please print neatly

NAME	REPRESENTING	PHONE #/E-MAIL
1. BRUCE EHLY	TXDOT AVN	ph.#: 1-800-687-4568 e-mail: belly@dot.state.tx.us
2. Jim Pierce	Town of Addison	ph.#: 972-450-2879 e-mail: jpierce@ci.addison.tx.us
3. Phyllis Jarrell	City of Plano	ph.#: 972-941-7151 e-mail: phyllisj@plano.gov
4. CARMEN MORAN	TOWN OF ADDISON	ph.#: 972-450-7018 e-mail: cmoran@ci.addison.tx.us
5. JOHN WEBB	CITY OF CARROLLTON	ph.#: 972-466-3040 e-mail: john.webb@cityofcarrollton.co
6. JOHN CUMMINGS	ADDISON CITIZEN	ph.#: 972-247-1384 e-mail: bigjohn28us@yahoo.com
7. Stephanie Jacoboff	NGTCCG	ph.#: 817-608-2367 e-mail: sjacoboff@dflwinfo.com
8. BOB BARRETT	TOWN OF ADDISON CITY COUNCIL	ph.#: 972-386-7944 e-mail: JRB3R1B@MSN.COM
9. Bryan Langley	Town of Addison	ph.#: 972-450-7090 e-mail: blangley@ci.addison.tx.us
10. Elizabeth Knott	Citizen	ph.#: 972-341-6919 e-mail: elizabeth@knott.org
11. JANIECE NIEMANN	CITIZEN REP	ph.#: 972 387 3135 e-mail: jniemann@attbi.com
12. Denny Tuler	Citizen Rep	ph.#: 972-250-3079 e-mail: denny.tuler@attbi.com
13. Danya Simmons	(Mike Tuler) ABAA	ph.#: 972-267-2376 e-mail: danya@aero-structures.com
14. Darcy Neuzil	Addison Airport	ph.#: 972-392-4854 e-mail: darcy.neuzil@wajnt.com
15. Kim Phillips	Mercury Air Center	ph.#: 972 930 0216 e-mail: kphillips@mercuryair.com
16. J. HOOPER	AO PA	ph.#: 361 937 0589 e-mail: hoopy@ad.com
17. Kaizer Rangwala	City of Farmers Branch	ph.#: 972 919 2534 e-mail: rangwalk@ci.farmers-branch.tx.us
18. Keith Braley	Northern Trust - Addison	ph.#: 972-738-8422 e-mail: Kdb6@NTRS.com
19. ALBERT JANDURA	CITIZEN REP.	ph.#: 972-702-0202 e-mail: AJANDURA@SUBELL.NET
20. RON FREDERICK	MISSION AIR	ph.#: 972-248-4500 e-mail: RONFR@MISSION-COMPANY.COM

AIRPORT MASTER PLAN & PART 150
 NOISE COMPATIBILITY STUDY UPDATE
 PLANNING ADVISORY COMMITTEE
 MEETING ATTENDANCE RECORD



Meeting PAC #2 Date: May 23, 2002 Time: 1:30-3:30 p.m.

Place: Addison Convention and Theatre Centre

Please print neatly

NAME	REPRESENTING	PHONE #/E-MAIL
1. ALVIN DEVANE	ADS ATCT	ph.#: 972-239-3725 e-mail: ALVIN.DEVANE@FAA.DCV
2. Nan Terry	TRADD - FAA	ph.#: 817-222-5607 e-mail: nan.l.terry@faa.gov
3. MARK ACEVEDO	TOWN OF ADDISON	ph.#: 972-450-2848 e-mail: Macevedo@c.c.addison.tx.us
4. SHEREIL COCKRELL	City of Dallas	ph.#: 214-670-4122 e-mail:
5. Richard Compton	FAA - Airports Division	ph.#: 817-222-5608 e-mail: Rich.Compton@FAA.gov
6. LEIF SALINBERG	CITY OF DALLAS	ph.#: 214-670-4213 e-mail:
7.		ph.#: e-mail:
8.		ph.#: e-mail:
9.		ph.#: e-mail:
10.		ph.#: e-mail:
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**ADDISON AIRPORT
F.A.R. PART 150 NOISE COMPATIBILITY STUDY
LAND USE TECHNICAL CONFERENCE**

The purpose of the Land Use Technical Conference is to bring together area planning representatives to discuss possible land use management techniques. The following list of techniques have been used to promote land use compatibility at airports around the country. FAA requires most of these to be considered in F.A.R. Part 150 studies. Not all will be appropriate in the Addison area, but they are provided as a starting point for discussions.

The goal of the meeting is to compile a list of potential techniques that deserve further consideration -- not a list of firm recommendations. These will then be analyzed by the consultant and presented in a forthcoming working paper.

REGULATORY TECHNIQUES

Compatible Use Zoning - Commercial, industrial, or farmland zoning.

Zoning Changes, Residential Density - Large lot zoning or planned unit development.

Noise Overlay Zoning - Special regulations within high noise areas.

Transfer of Development Rights - Zoning framework to authorize private sale of development rights to encourage sparse development in high noise areas.

Environmental Zoning - Environmental protection zoning supporting airport's need for land use compatibility.

Subdivision Regulation Changes - Require dedication of noise and aviation easements, plat notes.

Building Code Changes - Require soundproofing in new construction.

Dedicated Noise and Aviation Easements - Required for development permits.

Fair Disclosure Regulations - Seller required to notify buyer of aircraft noise.

POLICY TECHNIQUES

Comprehensive Planning - Policies supporting land use compatibility near airport.

Discretionary Project Review - Consider need for land use compatibility when reviewing variances, re-zonings, conditional use applications, public projects.

Capital Improvement Programming - Investments in utilities and public facilities supporting land

use compatibility.

EXPENDITURE TECHNIQUES

Fee Simple Purchase - Outright purchase of property.

Redevelopment - Acquisition and redevelopment of property.

Noise and Avigation Easement Purchase - Purchase easement only.

Sales Assistance - Provide assistance to property owners in selling homes, retaining easement.

Development Rights Purchase - Purchase of rights to develop property.

Soundproofing - Sound attenuation improvements in homes, noise-sensitive institutions.

**POTENTIAL LAND USE ALTERNATIVES
TOWNS OF ADDISON AND FARMERS BRANCH
AND THE CITIES OF CARROLLTON AND DALLAS**

REGULATORY TECHNIQUES

- *Noise Overlay Zone*

Overlay zoning is intended to provide a layer of special purpose regulations in order to address special environmental constraints or problems. This is accomplished by setting performance standards and creating one or more special zoning districts that supplement, or combine with, the regulations of the general purpose zoning districts.

Noise overlay zoning regulations are usually established as “combining” regulations in that the underlying zoning remains in place and is supplemented by the noise overlay zone. The land within the noise overlay zone is subject to the requirements of two zoning districts – the underlying zone and the overlay zone. The strictest requirements of both zones apply to the affected property. Regulations in noise overlay zones can prohibit noise-sensitive uses (as long as the underlying zone permits enough other land uses to provide an opportunity for the economically viable use of the land) or require sound insulation in the construction of noise-sensitive uses.

The boundaries of noise overlay zones are usually determined by noise contours. The boundary may follow the actual contours, or, for the sake of simplified administration, nearby streets, property lines, or natural features. In the Addison Airport study area, three districts of noise overlay zoning could be developed with varying levels of protection based on the district designation. Noise overlay zone 1 could contain the areas within the squared-off 65 DNL contour. Development within this overlay zone would be limited to non-noise sensitive development such as open space, commercial, or industrial uses. Consideration could be given to requiring aviation easements for new development within this zone. Noise overlay zone 2 could encompass the approach and departure paths contained within the Part 77 horizontal surface. Within this zone, sound insulation could be required for any noise-sensitive development. Noise overlay zone 3 could encompass the Part 77 horizontal surface. The purpose of this zone would be primarily for public disclosure of potential aircraft noise and overflight impacts. **Table A** outlines a potential noise compatibility overlay matrix for discussion purposes.

The difficulty in adopting overlay zones lies in the number of jurisdictions which need to revise their zoning ordinance. Each jurisdiction within the Part 77 Horizontal surface would need to individually draft and adopt the overlay zones.

TABLE A
Potential Noise Compatibility Overlay Zoning Matrix
Addison Airport

	Uses allowed within each zone		
	Zone 1	Zone 2	Zone 3
RESIDENTIAL			
Single-family, duplex, multi-family, manufactured housing	No	Yes [4]	Yes
Recreational Vehicle Parks	No	Yes [4]	Yes
Other residential	No	Yes [4]	Yes
PUBLIC FACILITIES			
Educational facilities	No	Yes [4]	Yes
Religious facilities, libraries, museums, galleries, clubs and lodges	Yes [1, 5]	Yes [6]	Yes
Outdoor sport events, entertainment and public assembly (except amphitheatres)	Yes [2, 5]	Yes	Yes
Indoor recreation, amusement parks, athletic clubs, gyms, spectator sports	Yes [5]	Yes	Yes
Neighborhood, community, and regional parks	Yes	Yes	Yes
Outdoor recreation (i.e. tennis, golf courses, riding trails, etc.)	Yes	Yes	Yes
Cemeteries	Yes [1]	Yes	Yes
INDUSTRIAL			
Any type of industrial facility such as the processing of food, wood, and paper products; printing and publishing; warehouses, wholesale, and storage activities; refining, manufacturing and storage of chemicals, petroleum and related products; manufacturing of stone, clay, glass, leather, gravel and metal products; construction and salvage yards; natural resource extraction and processing; etc.	Yes [5, 7]	Yes [7]	Yes
COMMERCIAL			
Hotels/motels	Yes [1, 5]	Yes	Yes
Hospitals and other health care services	No	Yes [3]	Yes

TABLE A (continued)

**Potential Noise Compatibility Overlay Zoning Matrix
Addison Airport**

	Uses allowed within each zone		
	Zone 1	Zone 2	Zone 3
Services: financial, real estate, insurance, professional, and government offices	Yes [5]	Yes	Yes
Retail sales: building materials, farm equipment, automotive, marine, mobile homes, recreational vehicles, and accessories	Yes [5]	Yes	Yes
Restaurants, eating and drinking establishments	Yes [5]	Yes	Yes
Retail sales: general merchandise, food, drugs, apparel, etc.	Yes [5]	Yes	Yes
Personal services: barber and beauty shops, laundry and dry cleaning, etc.	Yes [5]	Yes	Yes
Automobile service stations	Yes [5]	Yes	Yes
Repair services	Yes [5]	Yes	Yes
AGRICULTURE			
Animal husbandry; livestock farming, breeding and feeding; plant nurseries (excluding retail sales)	Yes [1, 5]	Yes	Yes
Farming (except livestock)	Yes [1, 5]	Yes	Yes
MISCELLANEOUS			
Transportation terminals, utility and communication facilities	Yes [5]	Yes	Yes
Vehicle parking	Yes	Yes	Yes
1	The land use or activity is permitted; however, an outdoor-to-indoor noise level reduction of 45 decibels must be incorporated into the design and construction of those buildings where people work, live, or are otherwise received.		
2	Land use is compatible provided special sound reinforcement systems are installed.		
3	The land use or activity is permitted; however, an outdoor-to-indoor noise level reduction of 25 decibels must be incorporated into the design and construction of buildings and structures.		
4	Residential/educational buildings require a noise level reduction of 25 decibels.		
5	Avigation easement required for new development.		
6	It is suggested that residential development incorporate noise attenuation standards into building and/or landscape design.		
7	Uses that produce air pollutants that may obscure vision in any way, or which involve raw materials, products or by-products, which pose a potential explosive hazard, are not permitted.		

- ***Airport Zoning Ordinance***

The State of Texas, through the *Airport Zoning Act* (Act) (contained in Subchapter A of Chapter 241 of Subtitle C of the Texas State Statutes), has granted municipalities and counties the power to adopt two types of airport zoning regulations - Airport Hazard Area Zoning Regulations and Airport Compatible Land Use Zoning Regulations. The purpose of these regulations is to (1) prevent the creation of an airport hazard and (2) ensure that compatible land uses are developed around the airport. The zoning regulations can specify the land uses permitted, regulate the type of structures, and restrict the height of structures and objects of natural growth to prevent the creation of an obstruction to flight operations or air navigation.

This type of zoning ordinance would be very beneficial to protect airports that are not entirely located within one jurisdiction or are located on the edge of a jurisdiction, as is the case with Addison Airport. In instances where more than one jurisdiction is affected, the statutes allow the following: "A political subdivision to whose benefit an airport is used in the interest of the public may create a joint airport zoning board with another political subdivision in which an airport hazard area or a controlled compatible land use area relating to the airport is located. The political subdivisions must act by resolution or ordinance in creating the joint board." The purpose of such a zoning board would be to not only adopt the zoning ordinance, but also to administer and enforce the various regulations.

The Town of Addison has adopted an airport zoning ordinance whose purpose is to regulate the height of structures within the airport's F.A.R. Part 77 surface. Unfortunately, this ordinance applies only within the town limits. Consideration could be given to creating a joint airport zoning board which could incorporate the existing airport zoning ordinance created by the Town of Addison and then go one step further to regulate land uses within the airport environs. The airport zoning board would be made up of two representatives from each of the cities, towns, and counties which fall under the F.A.R. Part 77 surface for the airport. As described above, the board would adopt a zoning ordinance and ensure that the regulations are enforced. The land use portion of the ordinance could be structured in a similar manner as was described above in the overlay zones section of this document. The primary benefit of this type of ordinance versus the suggested overlay zones is that one entity would be responsible for the zoning versus three or four jurisdictions.

- ***Subdivision Regulations Amendments***

Subdivision regulations control the platting of land by setting standards for site planning, lot layout, and the design of utilities and public improvements. They can encourage compatible development around an airport by requiring the consideration of aircraft noise during the plat review by public officials.

In the various jurisdictions within the study area, subdivision regulations could be amended to require further review in the areas contained within the Part 77 horizontal surface. Some of the techniques that can be incorporated in the regulations to alleviate the impacts of airport noise on noise-sensitive development within the influence area include the following.

- Requiring noise attenuation features such as berms, shrubs and trees, or noise walls

in the site plan.

- Decreasing or shifting the density of portions of development away from higher noise impact areas.
- Requiring the dedication of noise and aviation easements within the squared-off 65 DNL airport noise contour and within the approach and departure paths as described in the overlay zoning discussion. (These easements serve notice that the property is subject to aircraft noise which may, at times, infringe on a resident's enjoyment of the property. The easement should state clearly that noise levels might increase in the future and that flight patterns or operating times might change. A noise and aviation easement often includes a covenant waiving the property owner's right to sue the airport proprietor for disturbances caused by aircraft noise.)

- ***Building Code Amendments***

Building codes regulate the construction of buildings, setting standards for materials and construction techniques in order to protect the health, safety, and welfare of residents. Codes address structural concerns, ventilation, and insulation, each of which influences the noise attenuation capabilities of a building. Building codes commonly apply to both new construction and major alterations.

In the study area, building codes could be amended to require sound insulation in the construction of noise-sensitive uses in areas subject to aircraft noise levels of 65 DNL or greater. Most sound insulation code standards describe in detail the required improvements needed to achieve a given level of noise reduction. While sound insulation standards may cost local builders more than conventional construction, a properly sound-insulated home is not only quieter, it is also more energy-efficient. Any additional costs incurred during construction are buying real value for the future homeowner; therefore, the additional costs of sound insulation may be recouped through the marketing process.

There are a number of building code models to choose from in considering the specific sound insulation standards. The three most common models are flexible, performance, and prescriptive standards.

Flexible noise insulation standards would describe the required "sound transmission class" (STC) rating of all building components. STC is a system for rating the effectiveness of partitions, floors, ceilings, windows, and doors in attenuating the transmission of sound. The ratings are determined through standardized laboratory tests of sound transmission at various frequencies. The higher the STC rating, the better the sound reduction. A builder would be free to use any materials listed as long as evidence is provided that the required STC rating has been met. This standard can be very difficult to maintain and enforce.

Performance noise insulation standards would focus on the final result to be achieved in the construction. The standards would describe the required level of outdoor-to-indoor noise reduction.

The builder could use any materials as long as it can be certified that the plans and final construction meet the standard. This would require the assistance of an acoustical engineer in designing the building and checking construction. It would also require testing the building after construction. Performance building standards are very costly to implement.

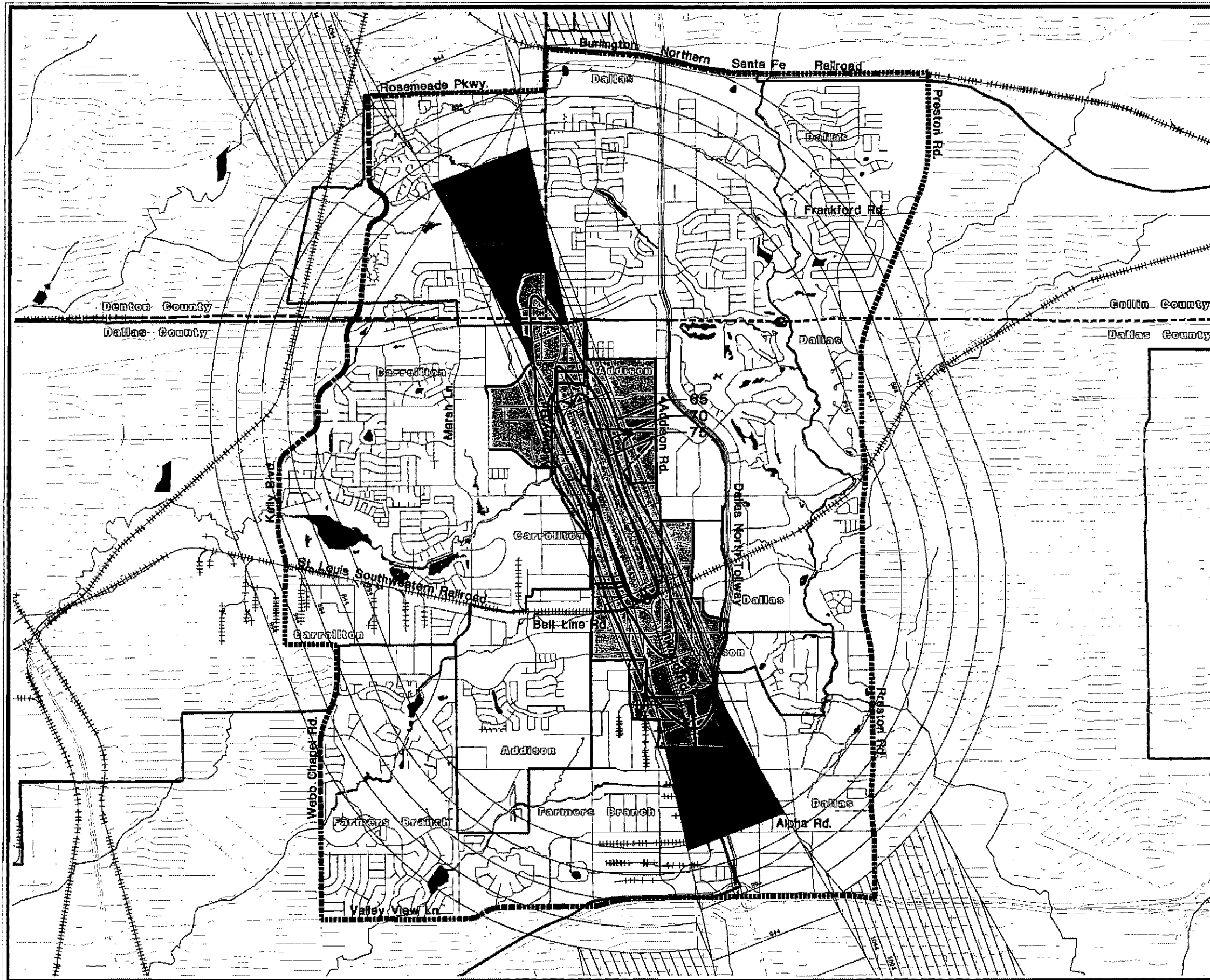
Prescriptive noise insulation standards are perhaps the most commonly used approach to sound insulation standards. The building code would be amended to set specific construction standards intended to achieve a given level of noise reduction. It would be the duty of the local building inspector to ensure that the correct materials are used and construction is done properly. After installation and a successful inspection, the building is presumed to be able to achieve the targeted level of noise reduction.

POLICY TECHNIQUES

- *Revise Town of Addison and the City of Carrollton's General Plan*

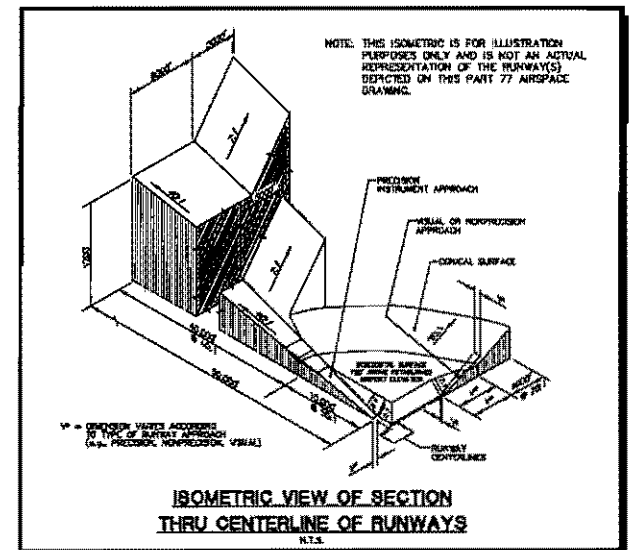
It is suggested that the Town of Addison and the City of Carrollton consider adopting the 2007 noise contours, prepared as part of this study, as part of their existing general plans. Currently these municipalities utilize the noise contours prepared as part of the previous noise study. In addition, the Town of Addison should consider discouraging not only residential but also noise sensitive institutions such as churches, schools, and hospitals from being developed within the 65 DNL noise contour.

It is also suggested that the Town of Farmers Branch incorporate the 2007 65 DNL noise contour into the Future Land Use Plan in order to discourage noise sensitive development from occurring within this noise contour.

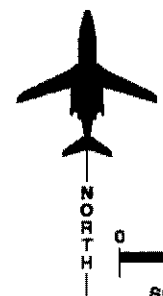


LEGEND

- Detailed Land Use Study Area
- County Boundary
- Municipal Boundary
- Airport Property
- Railroad Tracks
- 2007 NEM Contours
- Zone 1 (Squared-Off 66 DNL Contour)
- Zone 2 (Approach and Departure Paths)
- Zone 3 (Part 77, Horizontal Surface)



Source: North Texas Geographic Information System.
Coffman Associates Analysis.



DRAFT



Addison!
Airport

ADDISON AIRPORT F.A.R. PART 150 NOISE COMPATIBILITY STUDY

LAND USE TECHNICAL CONFERENCE

July 29, 2002, 10:00 a.m.

Draft Meeting Minutes

Location: Addison Convention and Theatre Centre
Invitees: Mr. Jim Pierce* (Town of Addison), Mr. Chris Terry* (Town of Addison), Mr. Mark Acevedo* (Town of Addison), Mr. Bruce Ehly* (TXDOT), Ms. Nan Terry (FAA), Ms. Stephanie Siedhoff* (North Central Texas COG), Ms. Carmen Moran** (Town of Addison), Mr. John Webb* (City of Carrollton), Ms. Sherell Cockrell** (City of Dallas), Mr. Kaizer Rangwala* (City of Farmers Branch), Mr. Jim Harris* (Coffman Associates), Mr. Dave Fitz* (Coffman Associates), Ms. Molly Waller* (Coffman Associates), Ms. Liz Oliphant* (Liz Oliphant & Associates)

* denotes meeting attendance

** Mr. Bill Shipp attended the meeting in lieu of Ms. Moran for the Town of Addison and Mr. Lief Sandberg attended the meeting in lieu of Ms. Cockrell for the City of Dallas

Meeting brought to order 10:10 a.m.

Mr. Jim Harris welcomed everyone and explained the purpose of the meeting which was to discuss potential land use alternatives for noise impacts within the study area. He then stated that the next planning advisory committee (PAC) meeting will likely be held in September; however, no date has been set.

Mr. Dave Fitz then passed out the handouts (copy attached).

Ms. Waller reviewed the contents of the handout and discussed the analysis process.

Mr. John Webb asked if the 2007 contour is the largest - he felt that we should be using the largest contour for long range planning purposes.

Mr. Fitz replied that the 2007 contour is the largest noise contour. The long range contour is slightly smaller due to the quieter aircraft that will utilize the airport in the future.

Mr. Kaizer Rangwala stated that zoning is not the only planning tool that should be evaluated when analyzing future land use concerns. He felt that the comprehensive plans should also be used.

Ms. Waller said that comprehensive plans will also be analyzed for consistency.

Mr. Chris Terry asked if any other jurisdiction had formed a successful joint Airport Zoning Board.

Ms. Waller said that during an internet search she had come across other municipalities which had successfully prepared and adopted joint Airport Zoning ordinances.

Mr. Bruce Ehly explained the process of forming an Airport Zoning Board. He stated that as a requirement of receiving grants from TXDOT (grant assurance), each airport is required to form an Airport Zoning Board. The main purpose of this board is to prepare height and hazard zoning regulations; however, the board is also allowed to prepare land use zoning regulations for the area within the Part 77 surfaces. Many jurisdictions had been successful in creating a joint board. However, one airport in particular had not been successful as all of the jurisdictions within the Part 77 surfaces were not willing to participate; therefore, TXDOT did not require the creation of the board, since the airport had undertaken due diligence in attempting to create the board and had encountered unwilling participants.

Mr. Jim Pierce asked how far the boundaries of the Part 77 surface extend - how many municipalities would need to be included.

Mr. Harris was unsure of the number of jurisdictions but said that the boundaries extend 50,000 feet off the ends of the runway and 5,000 feet to the sides of the runway.

Ms. Waller asked if Addison had attempted to create an Airport Zoning Board.

Mr. Acevedo said he thought letters were sent to 11 communities. He was not sure if responses were received.

Ms. Oliphant said she thought letters were sent to area communities.

Further research will be conducted to determine if letters were sent to surrounding jurisdictions inviting them to participate in an Airport Zoning Board for Addison Airport.

Mr. Ehly stated that a land use plan is not required as part of the grant assurance.

Mr. Webb asked if FAA has the authority to enforce Part 77 height and hazard restrictions.

Mr. Ehly stated that a form is filled out and sent to TXDOT who forwards a copy of the form to FAA. FAA then makes a recommendation to the city regarding the obstruction and the city decides whether or not to issue the permit for construction.

Mr. Terry asked if the squared-off noise contour extends over Addison Circle. Mr. Shipp confirmed that it does include portions of Addison Circle.

Mr. Fitz stated that the use of GIS makes the "squaring-off" of the noise contours less necessary as it is now easier to determine the exact boundaries of the noise contours.

Mr. Rangwala asked what the difference is between the single family and multi-family designations.

Ms. Waller stated that the density of development is the only difference.

Mr. Rangwala asked if there are incentives for not developing within the airport area.

Mr. Fitz replied that there aren't.

Mr. Rangwala asked if sound insulation is mandatory.

Mr. Fitz said that it isn't mandatory, just recommended.

Mr. Webb suggested reviewing the sound insulation standards which have been implemented around Dallas/Fort Worth International Airport.

Mr. Shipp asked why the contours are larger to the south.

Mr. Fitz stated that 70 percent of aircraft depart to the south and aircraft are generally louder on departure.

Mr. Webb stated that he was most concerned about single events of noise exposure. He also stated that he would like to see a larger scaled map with more roads labeled. More mixed-use development is likely to occur around the airport - this needs to be addressed. He pointed out that Texas is a Home Rule state so regional planning is very difficult.

Mr. Fitz said that single event analysis can be done, but criterion to determine the level of impact for single events does not exist.

Mr. Rangwala asked if the study could account for ambient noise levels (i.e. the tollway and railroads).

Mr. Fitz replied that we can't really address ambient noise as this study is focused on aircraft noise.

Meeting adjourned at 11:40 a.m.

**ADDISON AIRPORT
F.A.R. PART 150 NOISE COMPATIBILITY STUDY
AVIATION TECHNICAL CONFERENCE**

The purpose of the Aviation Technical Conference is to bring together representatives of the various groups using or operating Addison Airport to discuss possible noise abatement measures. The preceding list of techniques has been used to promote noise abatement at airports around the country. FAA requires most of these to be considered in F.A.R. Part 150 studies. Not all will be appropriate in the Addison area, but they are provided as a starting point for discussions.

The goal of the meeting is to compile a list of techniques that deserves further consideration -- not a list of firm recommendations. These will then be analyzed by the consultant and presented in a forthcoming working paper.

Runway Use and Flight Routing

Preferential Runway Use Program
Rotational Runway Use
Modified Flight Tracks to Follow Noise Compatible Corridors
Visual Final Approaches
Nighttime Preferential Runway Use or Flight Tracks

Airport Restrictions and Regulations

Curfews
Aircraft type restrictions based on noise level
Capacity limitations (operational cap or noise budget)
Landing fee differentials (based on noise level or time of day)
Ground activity restrictions
Training activity restrictions

Aircraft Operating Procedures

Reduced thrust takeoffs
Thrust cutbacks or noise abatement departures
Maximum climb departures
Increase in pattern altitude
Approach flap adjustments
Two-stage descents
Increase in glide slope angle
Limited use of reverse thrust on landing

Facilities Development

Runway lengthening
New runway development
Displace/relocate thresholds
High-speed exits
Terminal relocation
Ground activity relocation
Navigational aids
Noise barriers

POTENTIAL NOISE ABATEMENT ALTERNATIVES

The consultant will evaluate the alternative noise abatement measures to determine their usefulness at Addison. Those attending the Aviation Technical Conference are **encouraged** to do their own evaluations. We would appreciate receiving any oral or written comments and evaluations. Please send these to:

David Fitz, AICP
Coffman Associates
237 N. W. Blue Parkway, Suite 100
Lee's Summit, MO 64063
1-800-892-7772

Runway Use and Flight Routing

APPROACHES:

Arriving Runway 15 - ILS (standard 3 degree glide slope)

Arriving Runway 33 - ILS (standard 3 degree glide slope)

Arriving Runway 15 - NDB/GPS (VASI is set for 3 degree glide slope)

Arriving Runway 33 - GPS

DEPARTURES:

Propellor aircraft under 19,000 pounds:

Departing Runway 15 - directed to turn right to a heading of 180 degrees

Departing Runway 33 - directed to turn left to a heading of 170 degrees

(Once established, these aircraft are transferred to Dallas ATC as a means to maintain appropriate aircraft separation.)

All propellor aircraft departing under VFR with destinations to the east and northeast (that are not expected to enter Dallas airspace):

Departing Runway 15 - directed to turn left to a heading of 040 degrees

Departing Runway 33 - directed to turn right to a heading of 090 degrees

(These aircraft are to maintain an altitude at or below 2,000 feet MSL unless otherwise directed.)

Instructional flights departing Addison Airport to the northeast under VFR use the “Preston Road Departure Procedure”:

Departing Runways 15 and 33 - fly to a heading of 060 degrees and maintain an altitude at or below 2,000 feet MSL until leaving Addison Class D airspace.

Aircraft departing VFR or IFR

Departing Runway 15 - directed to turn left to a heading of 100 degrees before turning on course or a heading designated by ATC. *(For Noise Abatement -Fly 1.5 DME from the Addison localizer (I-ADS before turning left to a heading of 100 degrees)*

Departing Runway 33 - directed to fly the runway heading until reaching 2,000 feet MSL before turning on course or a heading designated by ATC.

ISSUES:

Airport Traffic Control Tower closed from 10:00 p.m. to 6:00 a.m. (Nov. 1 to April 30) and 12:00 a.m. to 6:00 a.m. (May 1 to October 31).

Cost of keeping the tower open 24-hours a day.

Remote transceiver (allows IFR traffic from Addison to talk to the TRACON when the tower is closed (is it working)?

Airport Restrictions and Regulations

F.A.R. Part 161 sets forth requirements for notice and approval of local restrictions on aircraft noise levels and airport access. Part 161 applies to local airport restrictions that would have the effect of limiting operations of Stage 2 or 3 aircraft. These include direct limits on maximum noise levels, nighttime curfews, and special fees intended to encourage changes in airport operations to lessen noise. Before granting approval, the FAA must find that the six conditions specified in the statute, and listed below, are met.

- (1) The restriction is reasonable, non-arbitrary, and nondiscriminatory.
- (2) The restriction does not create an undue burden on interstate or foreign commerce.
- (3) The proposed restriction maintains safe and efficient use of the navigable airspace.
- (4) The proposed restriction does not conflict with any existing federal statute or regulation.
- (5) The applicant has provided adequate opportunity for public comment on the proposed restriction.
- (6) The proposed restriction does not create an undue burden on the national aviation system.

Summary of F.A.R. Part 161 Studies				
Airport	Year		Cost	Proposal, Status
	Started	Ended		
Aspen-Pitkin County Airport, Aspen, Colorado	N.A.	N.A.	N.A.	The study has not yet been submitted to FAA.
Kahului Airport, Kahului, Maui, Hawaii	1991	1994	\$50,000 (est.)	Proposed nighttime prohibition of Stage 2 aircraft pursuant to court stipulation. Cost-benefit and statewide impact analysis found to be deficient by FAA. Airport never submitted a complete Part 161 Study. Suspended consideration of restriction.
Minneapolis-St. Paul International Airport, Minneapolis, Minnesota	1992	1992	N.A.	Proposed nighttime prohibition of Stage 2 aircraft. Cost-benefit analysis was deficient. Never submitted complete Part 161 Study. Suspended consideration of restriction and entered into negotiations with carriers for voluntary cooperation.
Pease International Tradeport, Portsmouth, New Hampshire	1995	N.A.	N.A.	Have not yet submitted Part 161 Study for FAA review.
San Francisco International Airport, San Francisco, California	1998	1999	\$200,000	Proposing extension of nighttime curfew on Stage 2 aircraft over 75,000 pounds. Started study in May 1998. Submitted to FAA in early 1999 and subsequently withdrawn.
San Jose International Airport, San Jose, California	1994	1997	Phase 1 - \$400,000 Phase 2 - \$5 to \$10 million (est.)	Study undertaken as part of a legal settlement agreement. Studied a Stage 2 restriction. Suspended study after Phase 1 report showed costs to airlines at San Jose greater than benefits in San Jose. Never undertook Phase 2, systemwide analysis. Never submitted study for FAA review.
Burbank-Glendale-Pasadena Airport	2000	Ongoing	Phase 1 - \$1 million (est.)	Proposed curfew restricting all aircraft operations from 10:00 p.m. to 7 a.m.
Naples Municipal Airport, Naples, Florida	2000	2000	Currently \$730,000 Expect an additional cost of \$1.5 to \$3.0 million in legal fees	Enactment of a total ban on Stage 2 general aviation jet aircraft under 75,000 pounds. Naples is currently in litigation and may also have to repay all previous federal funding received for airport projects.
N.A. - Not available.				
Sources: Telephone interviews with FAA officials and staffs of various airports.				

Aircraft Operating Procedures

Mandated reduced thrust takeoffs, thrust cutbacks, approach flap adjustments, and limited use of reverse thrust on landing are inadvisable at Addison Airport because of these procedures' reduced safety margins due to the runway length and hot summer temperatures. As an operational flight procedure with a direct effect on safety, decisions about whether to use these procedures should be left to the discretion of pilots.

ISSUES:

Airspace constraints by Dallas-Fort Worth and Love Field restrict aircraft direction and altitudes.

Safety of developing non-standard arrival and departure procedures.

Facilities Development

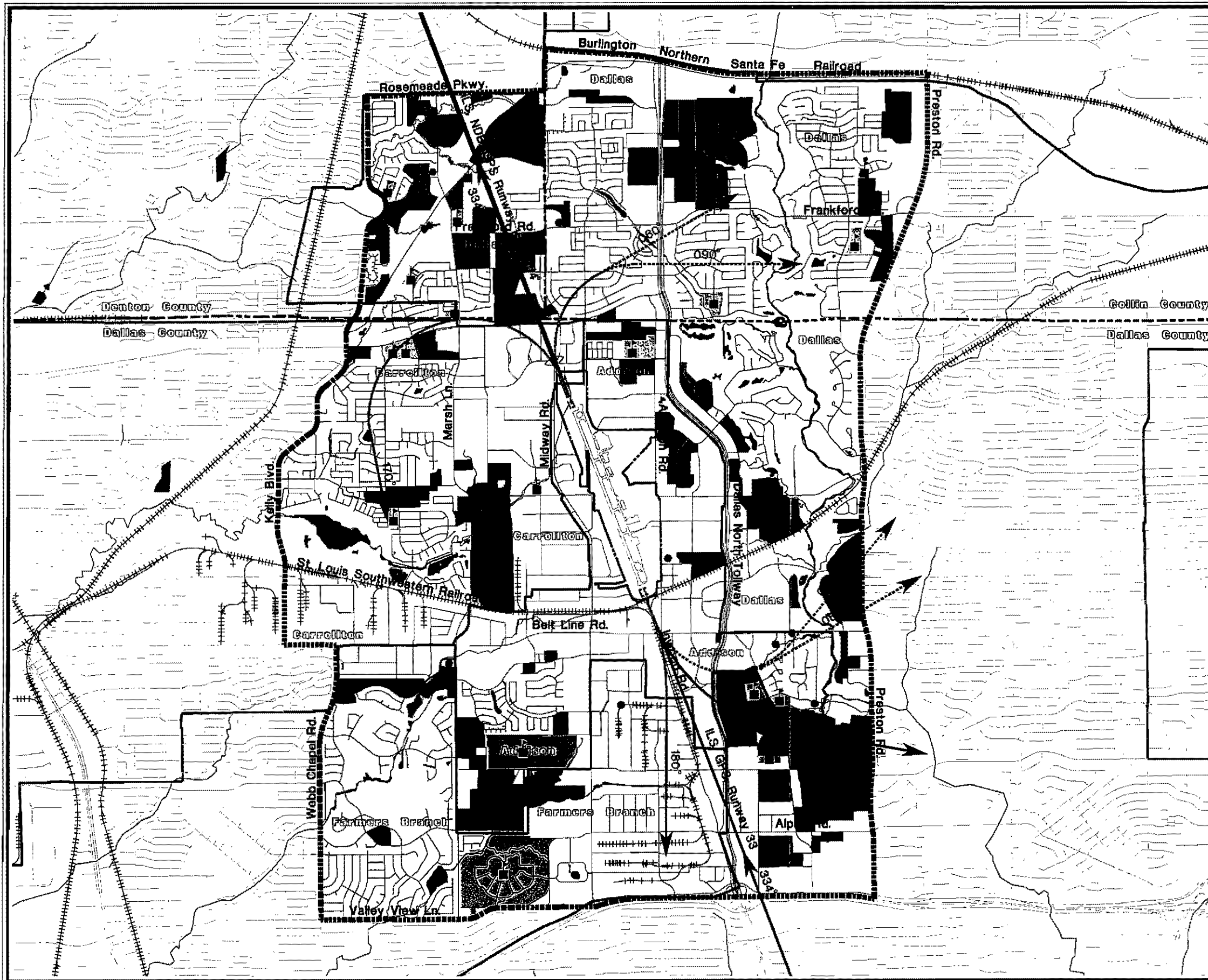
In some cases, airport facilities can be developed to reduce airport noise in noise-sensitive areas. For example, runways can be built or lengthened to shift aircraft noise to compatible areas. Runway thresholds can be displaced or relocated to shift noise, and barriers can be built to shield noise-sensitive areas from aircraft noise on the ground at the airport.

ISSUES:

Airport vicinity is already heavily developed and Runway 15-33 is generally aligned with a compatible corridor to the south.

Limited available space on airport for additional facilities.

Aircraft maintenance run-up concerns.



LEGEND

- Detailed Land Use Study Area
- County Boundary
- Municipal Boundary
- Airport Property
- Railroad Tracks
- Published Instrument Approaches
- Marker Beacon

STANDARD ATC PROCEDURES

- Departing VFR Prop under 19,000 lbs.
- Departing IFR Prop/Jet and VFR Jets
- VFR Prop Departures not to be Handled by Dallas ATC
- VFR Instructional Flights to Northeast
- Single Family Residential
- Multi-Family Residential
- Mixed Use
- Noise Sensitive Institutions
- School
- Day Care Facility
- Community Center/Lodges
- Medical Facilities
- Residential Care Facility
- Municipal Buildings
- Place of Worship
- Cemetery

Source: North Texas Geographic Information System.
Coffman Associates Analysis.



DRAFT

Addison!
Airport

ADDISON AIRPORT

F.A.R. PART 150 NOISE COMPATIBILITY STUDY

AVIATION TECHNICAL CONFERENCE

July 29, 2002, 1:30 p.m.

Draft Meeting Minutes

Location: Addison Convention and Theatre Centre
Invitees: Mr. Jim Pierce* (Town of Addison), Mr. Chris Terry* (Town of Addison), Mr. Mark Acevedo* (Town of Addison), Ms. Darci Neuzil* (Interim Airport Manager), Mr. Bruce Ehly* (TXDOT), Mr. Alvin DeVane (Addison Air Traffic Manager), Mr. Rick Compton (FAA) Ms. Nan Terry (FAA), Ms. Joan Seward (FAA), Mr. Charlie Cutler (FAA), Mr. Don Day (FAA), Mr. Jerry Hooper (AOPA), Mr. Paul Smith (NBAA), Ms. Kimberly Phillips* (Mercury Air), Mr. Jack Hopkins (Million Air), Mr. Ed Morales (Addison Express), Mr. Al Ranyk (Flight/AER Aviation School), Mr. Ron Frederick* (Mission Air), Mr. Mike Tiller* (Pizza Hut Aviation), Mr. Jim Harris* (Coffman Associates), Mr. Dave Fitz* (Coffman Associates), Ms. Molly Waller* (Coffman Associates), Ms. Liz Oliphant* (Liz Oliphant & Associates)

* denotes meeting attendance

Meeting brought to order 1:40 p.m.

Mr. Jim Harris welcomed everyone and explained the purpose of the meeting which was to discuss potential aviation alternatives for noise impacts within the study area. He then stated that the next planning advisory committee (PAC) meeting will likely be held in September; however, no date has been set.

Mr. Dave Fitz reviewed the contents of the handout (attached) and discussed current procedures.

Mr. Fitz then asked if the remote transreceiver was working.

Ms. Darci Neuzil stated that the remote transreceiver is working and seems to have made a difference in the number of noise complaints.

Mr. Mark Acevedo stated that FAA has evaluated a 24-hour tower at the airport. Ms. Neuzil stated that it would be cost prohibitive for the city to fund the operation of a 24-hour tower.

Mr. Fitz asked if signage would help pilot awareness of the remote transreceiver.

Ms. Neuzil stated that signage regarding the availability of the remote transreceiver may be helpful for nighttime operations.

Mr. Tiller questioned the language regarding current procedures contained in the handout. He thought they may have changed lately.

Mr. Fitz said the language regarding the procedures came from Alvin Devane. Dave said he would confirm the procedure language.

Mr. Frederick agreed that the language didn't seem accurate. The tower is not necessarily telling pilots to turn at 1.5 nautical miles - they are simply stating the 100 degree turn. He also pointed out that he had never seen a right hand turn occur at the airport. He had never been instructed to use the 180 degree turn.

Mr. Fitz said the radar flight track data confirms right turns do occur from Runway 15.

Mr. Tiller asked if the frequency switch could be delayed. He felt that it would be beneficial for pilots to remain under the control of the Addison control tower for a longer time before being transferred to the Dallas/Fort Worth departure control.

Mr. Fitz said that we would look into a delay in changing radio frequency from Addison to departure control. Mr. Fitz also stated that some coordination between the tower and departure control, concerning the noise abatement departure turn, may be beneficial.

Mr. Frederick suggested that a new procedure be developed for all aircraft to ensure they turn over LBJ.

Mr. Fitz stated that this could be evaluated. Airspace and capacity issues are a concern with this type of procedure. Separation standards between small propellor and business jet aircraft make it difficult to keep them on the same flight track all the way to LBJ freeway.

Ms. Neuzil said she generally does not get complaints from the operation of small propellor aircraft.

Ms. Neuzil stated that visiting pilots are the biggest cause of noise complaints; however, it is getting better as the word gets out regarding the noise abatement procedures.

Mr. Fitz reviewed aircraft operation alternatives.

Mr. Tiller stated that he doesn't prefer NBAA noise abatement procedures. He also stated that the noisier planes are violating the 200 knot speed requirement.

Mr. Fitz said that many aircraft manufacturers have developed noise abatement procedures for their aircraft. Gulfstream aircraft is a good example of a manufacturer that develops procedures for their aircraft.

Mr. Fitz asked if runup noise is an issue.

Ms. Neuzil said that the airport gets many complaints regarding run-up noise from businesses on the west side of the airport. Run-ups are currently occurring on the south side of the airport with the noise aimed to the west.

Mr. Fitz said that a run-up facility would be evaluated.

Meeting adjourned at 3:10 p.m.

Addison!

JIM PIERCE, P.E.
Assistant Public Works Director
(972) 450-2879
(972) 450-2837 FAX
jpierce@ci.addison.tx.us

Town of Addison 16801 Westgrove Dr. P.O. Box 9010, Addison, Texas 75001-9010

8-29-02

Chris, Mark

Draft meeting minutes from the Airport Technical Conference. If you have any comments, they are due back to Dave Fitz by Sept. 9.

I also sent copies to Carmen for her info and comment.

Jim

*Copies to
Letters*

2

Mr. Rick Compton
Airport Planner
FAA, SOUTHWEST REGION
2601 Meacham Blvd.
Ft. Worth, TX 76137

Re: Addison Airport Part 150 Noise Study: Aviation Technical Conference

Dear Mr. Compton:

The Aviation Technical Conference for the Addison Airport Part 150 Noise Study was held on July 29, 2002. The purpose of this meeting was to gain insight into potential alternatives for the mitigation or alleviation of the noise impacts of Addison Airport on surrounding land uses. A number of alternatives were presented for discussion purposes.

Enclosed are the handouts which were provided at the meeting as well as a copy of the meeting minutes. We feel it is important for all of those involved in the project to provide input into the alternatives evaluation process; therefore, your comments regarding the information in the handouts is desired at this time. Currently, the chapters which relate to the alternatives are being prepared for our anticipated October meeting. We would like to have any comments on the alternatives in our office by September 9th in order to ensure they are taken into consideration during the preparation of the chapter. Your comments can either be faxed to our office, (816) 524-2575, or emailed to either Dave Fitz, dfitz@coffmanassociates.com, or Molly Waller, mwaller@coffmanassociates.com. If you have any questions feel free to contact either Dave or Molly at (816) 524-3500.

Sincerely,

David Fitz
by me
David Fitz, AICP
Associate

Enclosure

cc: Jim Harris, Coffman Associates
Jim Pierce, Town of Addison

Kansas City • Phoenix

Coffman
Associates
Airport Consultants
www.coffmanassociates.com

August 26, 2002

Ms. Nan Terry
Airport Planner
FAA, SOUTHWEST REGION
2601 Meacham Blvd.
Ft. Worth, TX 76137

Re: Addison Airport Part 150 Noise Study: Aviation Technical Conference

Dear Ms. Terry:

The Aviation Technical Conference for the Addison Airport Part 150 Noise Study was held on July 29, 2002. The purpose of this meeting was to gain insight into potential alternatives for the mitigation or alleviation of the noise impacts of Addison Airport on surrounding land uses. A number of alternatives were presented for discussion purposes.

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Sincerely,

David Fitz

David Fitz, AICP *by mail*
Associate

Enclosure

cc: Jim Harris, Coffman Associates
Jim Pierce, Town of Addison

Kansas City • Phoenix

237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063
816-524-3500 • FAX 524-2575

Coffman
Associates
Airport Consultants
www.coffmanassociates.com

August 26, 2002

Ms. Joan Seward
Flight Standards
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Re: Addison Airport Part 150 Noise Study: Aviation Technical Conference

Dear Ms. Seward:

The Aviation Technical Conference for the Addison Airport Part 150 Noise Study was held on July 29, 2002. The purpose of this meeting was to gain insight into potential alternatives for the mitigation or alleviation of the noise impacts of Addison Airport on surrounding land uses. A number of alternatives were presented for discussion purposes.

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Sincerely,

David Fitz
by mws

David Fitz, AICP
Associate

Enclosure

cc: Jim Harris, Coffman Associates
Jim Pierce, Town of Addison

Kansas City • Phoenix

237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063
816-524-3500 • FAX 524-2575

Coffman
Associates
Airport Consultants
www.coffmanassociates.com

August 26, 2002

Mr. Charlie Cutler
Flight Standards
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Re: Addison Airport Part 150 Noise Study: Aviation Technical Conference

Dear Mr. Cutler:

The Aviation Technical Conference for the Addison Airport Part 150 Noise Study was held on July 29, 2002. The purpose of this meeting was to gain insight into potential alternatives for the mitigation or alleviation of the noise impacts of Addison Airport on surrounding land uses. A number of alternatives were presented for discussion purposes.

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Sincerely,

David Fitz

David Fitz, AICP *by mw*
Associate

Enclosure

cc: Jim Harris, Coffman Associates
Jim Pierce, Town of Addison

Kansas City • Phoenix

237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063
816-524-3500 • FAX 524-2575

August 26, 2002

Mr. Don Day
Air Traffic
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

Re: Addison Airport Part 150 Noise Study: Aviation Technical Conference

Dear Mr. Day:

The Aviation Technical Conference for the Addison Airport Part 150 Noise Study was held on July 29, 2002. The purpose of this meeting was to gain insight into potential alternatives for the mitigation or alleviation of the noise impacts of Addison Airport on surrounding land uses. A number of alternatives were presented for discussion purposes.

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Sincerely,

David Fitz
dfm

David Fitz, AICP
Associate

Enclosure

cc: Jim Harris, Coffman Associates
Jim Pierce, Town of Addison

August 26, 2002

Mr. Jerry Hooper
Regional Representative
Aircraft Owners & Pilots Association
3332 Ball Dr.
Corpus Christi, TX 78418

Re: Addison Airport Part 150 Noise Study: Aviation Technical Conference

Dear Mr. Hooper:

The Aviation Technical Conference for the Addison Airport Part 150 Noise Study was held on July 29, 2002. The purpose of this meeting was to gain insight into potential alternatives for the mitigation or alleviation of the noise impacts of Addison Airport on surrounding land uses. A number of alternatives were presented for discussion purposes.

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Sincerely,

David Fitz

David Fitz, AICP
Associate

Enclosure

cc: Jim Harris, Coffman Associates
Jim Pierce, Town of Addison

August 26, 2002

Mr. Paul Smith
Regional Representative
National Business Aviation Association
30124 Sawgrass Trail
Georgetown, TX 78628

Re: Addison Airport Part 150 Noise Study: Aviation Technical Conference

Dear Mr. Smith:

The Aviation Technical Conference for the Addison Airport Part 150 Noise Study was held on July 29, 2002. The purpose of this meeting was to gain insight into potential alternatives for the mitigation or alleviation of the noise impacts of Addison Airport on surrounding land uses. A number of alternatives were presented for discussion purposes.

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Sincerely,

David Fitz

David Fitz, AICP *by me*
Associate

Enclosure

cc: Jim Harris, Coffman Associates
Jim Pierce, Town of Addison

August 26, 2002

Mr. Jack Hopkins
Fixed Base Operator
Million Air
4300 Westgrove Drive
Addison, TX 75001

Re: Addison Airport Part 150 Noise Study: Aviation Technical Conference

Dear Mr. Hopkins:

The Aviation Technical Conference for the Addison Airport Part 150 Noise Study was held on July 29, 2002. The purpose of this meeting was to gain insight into potential alternatives for the mitigation or alleviation of the noise impacts of Addison Airport on surrounding land uses. A number of alternatives were presented for discussion purposes.

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Sincerely,

David Fitz
David Fitz, AICP ^{by me}
Associate

Enclosure

cc: Jim Harris, Coffman Associates
Jim Pierce, Town of Addison

Coffman
Associates
Airport Consultants
www.coffmanassociates.com

August 26, 2002

Mr. Ed Morales
Fixed Base Operator
Addison Express
4505 Claire Chennault
Addison, TX 75001

Re: Addison Airport Part 150 Noise Study: Aviation Technical Conference

Dear Mr. Morales:

The Aviation Technical Conference for the Addison Airport Part 150 Noise Study was held on July 29, 2002. The purpose of this meeting was to gain insight into potential alternatives for the mitigation or alleviation of the noise impacts of Addison Airport on surrounding land uses. A number of alternatives were presented for discussion purposes.

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Sincerely,

David Fitz
David Fitz, AICP *by me*
Associate

Enclosure

cc: Jim Harris, Coffman Associates
Jim Pierce, Town of Addison

Kansas City • Phoenix

237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063
816-524-3500 • FAX 524-2575

August 26, 2002

Mr. Al Ranyk
Tenant Representative
Flight/AER Aviation School/BAR
4700 Airport Parkway
Addison, TX 75244

Re: Addison Airport Part 150 Noise Study: Aviation Technical Conference

Dear Mr. Ranyk:

The Aviation Technical Conference for the Addison Airport Part 150 Noise Study was held on July 29, 2002. The purpose of this meeting was to gain insight into potential alternatives for the mitigation or alleviation of the noise impacts of Addison Airport on surrounding land uses. A number of alternatives were presented for discussion purposes.

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Sincerely,

David Fitz

David Fitz, AICP *DF*
Associate

Enclosure

cc: Jim Harris, Coffman Associates
Jim Pierce, Town of Addison

Coffman
Associates
Airport Consultants
www.coffmanassociates.com

August 26, 2002

Mr. Al Ranyk
Tenant Representative
Flight/AER Aviation School/BAR
13709 Gamma Rd.
Dallas, TX 75244

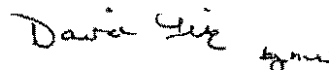
Re: Addison Airport Part 150 Noise Study: Aviation Technical Conference

Dear Mr. Ranyk:

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Sincerely,



David Fitz, AICP
Associate

Enclosure

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Jim Pierce, Town of Addison

Kansas City • Phoenix

237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063
816-524-3500 • FAX 524-2575



PUBLIC WORKS DEPARTMENT
Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871 FAX (972) 450-2837
16801 Westgrove

August 26, 2002

Ms. Nan L. Terry
Airport Environmental Specialist
US/DOT/Airports
2601 Meacham Blvd.
Fort Worth, TX 76137-4298
ATTN: ASW-652B

Dear Ms. Terry:

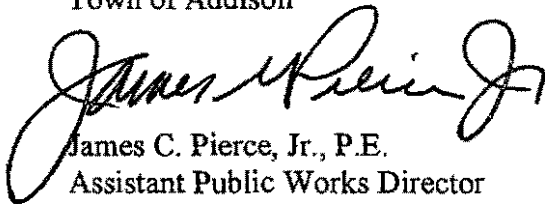
Please find enclosed one copy of the Draft Noise Exposure Maps Document for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update. This copy is for the purpose of one last review prior to printing the document in final form for submission to your agency for acceptance.

Please let us have any final comments by September 16, 2002.

Your attention to this matter will be most appreciated.

Very truly yours,

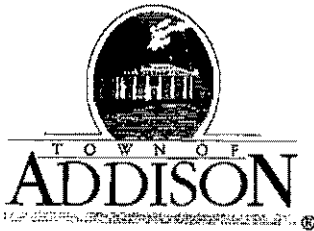
Town of Addison



James C. Pierce, Jr., P.E.
Assistant Public Works Director

cc: Chris Terry, Assistant City Manager
Mark Acevedo, Facilities and Fleet Services Administrator

Enclosure



PUBLIC WORKS DEPARTMENT
Post Office Box 9010 Addison, Texas 75001-9010

(972) 450-2871 FAX (972) 450-2837
16801 Westgrove

August 26, 2002

Mr. Bruce Ehly, Airport Planner
TX Department of Transportation
Aviation Division
125 E. 11th Street
Austin, TX 78701-2483

Dear Mr Ehly:

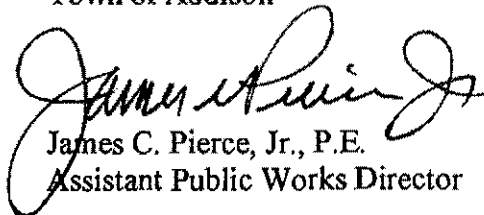
Please find enclosed one copy of the Draft Noise Exposure Maps Document for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update. This copy is for the purpose of one last review prior to printing the document in final form for submission to the FAA for acceptance.

Please let us have any final comments by September 16, 2002.

Your attention to this matter will be most appreciated.

Very truly yours,

Town of Addison



James C. Pierce, Jr., P.E.
Assistant Public Works Director

cc: Chris Terry, Assistant City Manager
Mark Acevedo, Facilities and Fleet Services Administrator

Enclosure

August 20, 2002

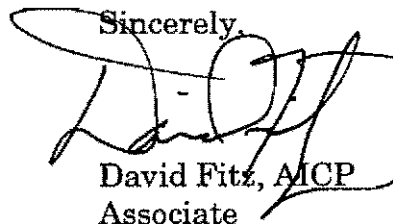
Mr. James C. Pierce, Jr., P.E.
Assistant Public Works Director
Town of Addison
16801 Westgrove Drive
Addison, TX 75001-9010

Dear Mr. Pierce:

Please find enclosed with this letter five (5) copies of the Draft Noise Exposure Maps document for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update. One (1) copy should be sent to Mr. Bruce Ely (Texas Department of Transportation) and one (1) copy to Ms. Nan Terry (Federal Aviation Administration). This accounts for the five (5) copies of the Draft Noise Exposure Maps document in our F.A.R. Part 150 contract.

These copies of the Draft Noise Exposure Maps document are for the purposes of one last review prior to printing the document in final form for submission to the Federal Aviation Administration for their acceptance. Please do not hesitate to call me at 800-892-7772 if you have any questions.

Sincerely,



David Fitz, AICP
Associate

Enclosures: as stated

cc: Jim Harris, Coffman Associates
Liz Oliphant, Liz Oliphant and Associates

Comments back when?

cc Mark Acaredo

Meeting with FAA - Addison NEM Document
7-9-04

Name	Company	Phone
Jim Pierce	Town of Addison	972-450-2879
MARK ACEVEDO	TOWN OF ADDISON	972-450-2848
LANCE KEY	FAA, Airports Div	817-222-5681
PAUL BLACKFORD	FAA, TX ADO	817-222-5607
Dean McMath	FAA, Airports Div.	817-222-5417
JIM HARRIS	COFFMAN ASSOC.	602-993-6999
THOMAS WALLER	"	816-524-3500
AND FITZ	"	816-524-3500
BRUCE ENY	TXDOT AVN	800-687-4568
LISA Pyles	Addison Airport	972 392 4855

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Jim
Pierce

June 28, 2002

Mr. Jim Pierce
Assistant Director of Public Works
Town of Addison
P.O. Box 9010
Addison, TX 75001

RE: Land Use Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

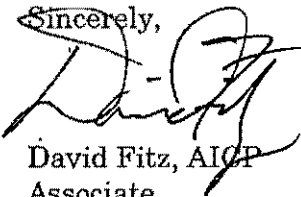
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Please feel free to contact me at 800-892-7772 if you have any comments or questions.

Sincerely,



David Fitz, AICP
Associate

c. James M. Harris, Coffman Associates

Kansas City • Phoenix

237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063
816-524-3500 • FAX 524-2575

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June 28, 2002

Mr. Chris Terry
Assistant City Manager
Town of Addison
P.O. Box 9010
Addison, TX 75001

RE: Land Use Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

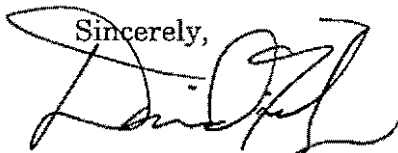
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Sincerely,



David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

Kansas City • Phoenix

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816-524-3500 • FAX 524-2575

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June 28, 2002

Mr. Mark Acevedo
Administrator of Facilities and Fleet Services
Town of Addison
P.O. Box 9010
Addison, TX 75001

RE: Land Use Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

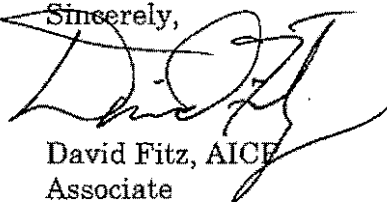
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David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

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June 28, 2002

Mr. Bruce Ehly
Airport Planner
Texas Department of Transportation
125 E. 11th St.
Austin, TX 78701-2483

RE: Land Use Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

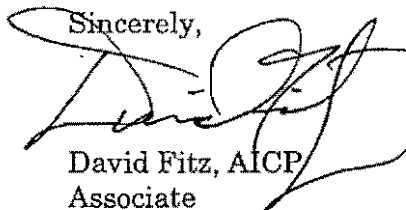
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Sincerely,



David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

Kansas City • Phoenix

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June 28, 2002

Ms. Nan L. Terry
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

RE: Land Use Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

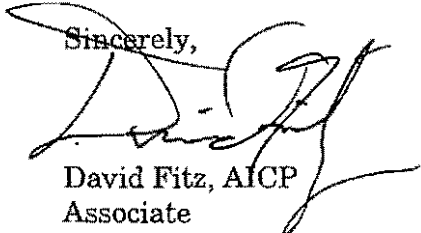
Dear Ms. Terry:

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Sincerely,


David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

Kansas City • Phoenix

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June 28, 2002

Ms. Stephanie Siedhoff
North Central Texas
Council of Governments
P.O. Box 5888
Arlington, TX 76005-5888

RE: Land Use Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

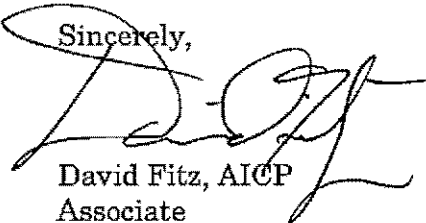
Dear Ms. Siedhoff:

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Sincerely,


David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

Kansas City • Phoenix

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June 28, 2002

Ms. Carmen Moran
Development Services
Town of Addison
P.O. Box 9010
Addison, TX 75001

RE: Land Use Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

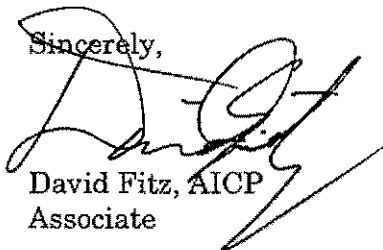
Dear Ms. Moran:

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Sincerely,



David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

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June 28, 2002

Mr. John Webb
Planning Department
City of Carrollton
P.O. Box 110535
Carrollton, TX 75011

RE: Land Use Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

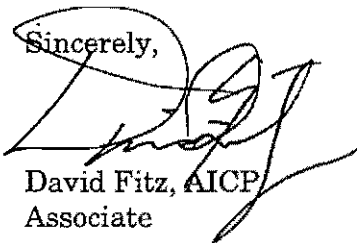
Dear Mr. Webb:

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Sincerely,



David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

Kansas City • Phoenix

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816-524-3500 • FAX 524-2575

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June 28, 2002

Ms. Sherell Cockrell
Planning Department
City of Dallas
1500 Marilla, 5DN
Dallas, TX 75201

RE: Land Use Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

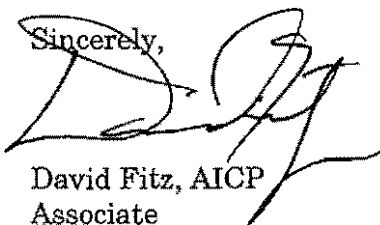
Dear Ms. Cockrell:

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David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

Kansas City • Phoenix

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June 28, 2002

Mr. Kaizer Rangwala
Planning Department
City of Farmers Branch
P.O. Box 819010
Farmers Branch, TX 75381

RE: Land Use Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

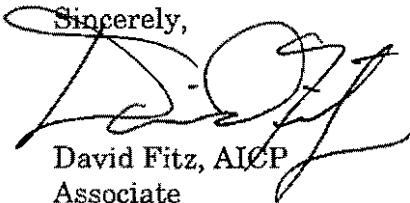
Dear Mr. Rangwala:

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David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

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Jim
Pierce

June 28, 2002

Mr. Jim Pierce
Assistant Director of Public Works
Town of Addison
P.O. Box 9010
Addison, TX 75001

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

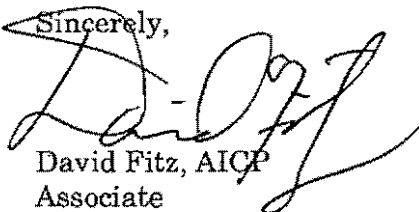
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David Fitz, AICP
Associate

c. James M. Harris, Coffman Associates

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June 28, 2002

Mr. Chris Terry
Assistant City Manager
Town of Addison
P.O. Box 9010
Addison, TX 75001

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

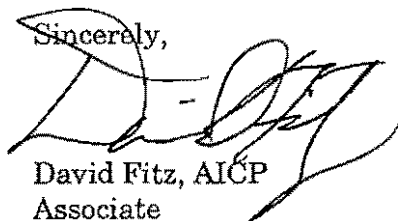
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David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

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June 28, 2002

Mr. Mark Acevedo
Administrator of Facilities and Fleet Services
Town of Addison
P.O. Box 9010
Addison, TX 75001

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

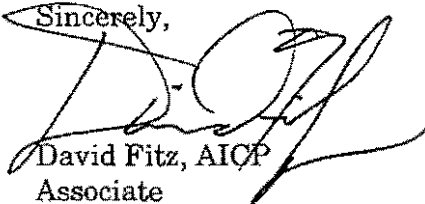
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James M. Harris, Coffman Associates

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June 28, 2002

Ms. Darci Neuzil
Interim Airport Manager
Addison Airport
4651 Airport Pkwy.
Addison, TX 75001

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

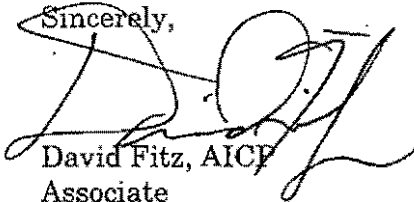
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c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

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June 28, 2002

Mr. Bruce Ehly
Airport Planner
Texas Department of Transportation
125 E. 11th St.
Austin, TX 78701-2483

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

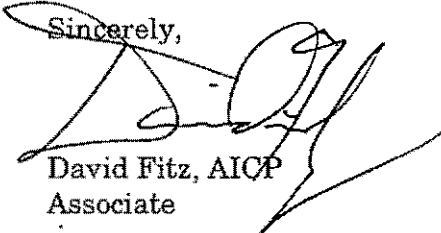
Dear Mr. Ehly:

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Please feel free to contact me at 800-892-7772 if you have any comments or questions.

Sincerely,



David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

Kansas City • Phoenix

237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063
816-524-3500 • FAX 524-2575

Coffman
Associates
Airport Consultants
www.coffmanassociates.com

June 28, 2002

Mr. Alvin DeVane
Addison Air Traffic Manager
Federal Aviation Administration
16000 Dooley Road
Addison, TX 75001

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

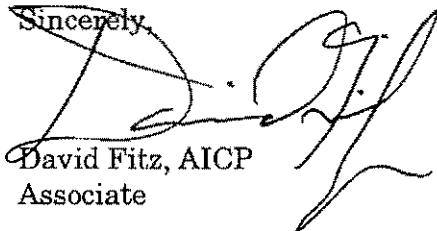
Dear Mr. DeVane:

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David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

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Airport Consultants
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June 28, 2002

Mr. Rick Compton
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

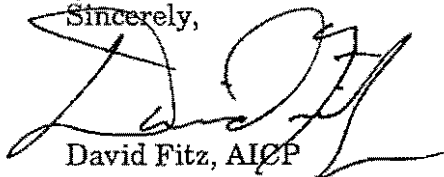
Dear Mr. Compton:

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Please feel free to contact me at 800-892-7772 if you have any comments or questions.

Sincerely,



David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

Kansas City • Phoenix

237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063
816-524-3500 • FAX 524-2575

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Airport Consultants
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June 28, 2002

Ms. Nan L. Terry
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

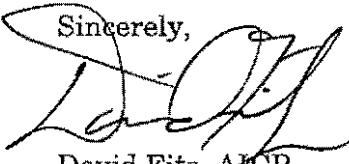
Dear Ms. Terry:

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Sincerely,



David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

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Associates
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June 28, 2002

Ms. Joan Seward
Flight Standards
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

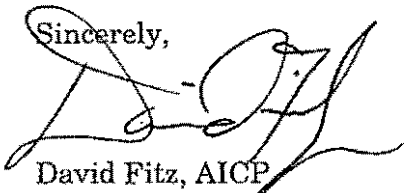
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Sincerely,



David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

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June 28, 2002

Mr. Charlie Cutler
Flight Standards
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

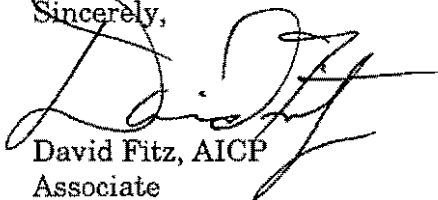
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Sincerely,



David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

Kansas City • Phoenix

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June 28, 2002

Mr. Don Day
Air Traffic
Federal Aviation Administration
2601 Meacham Blvd.
Fort Worth, TX 76137

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

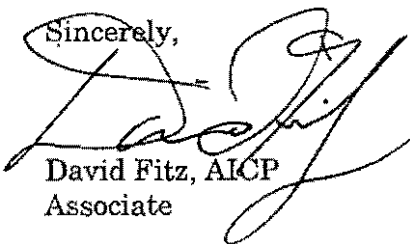
Dear Mr. Day:

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David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

Kansas City • Phoenix

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816-524-3500 • FAX 524-2575

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June 28, 2002

Mr. Jerry Hooper
Regional Representative
Aircraft Owners & Pilots Association (AOPA)
3332 Bal Dr.
Corpus Christi, TX 78418

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

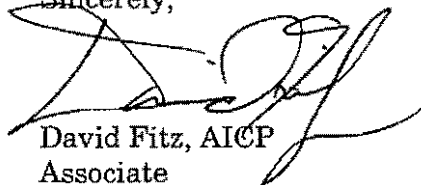
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David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

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June 28, 2002

Mr. Paul Smith
National Business Aircraft Association (NBAA)
30124 Sawgrass Tr.
Georgetown, TX 78628

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

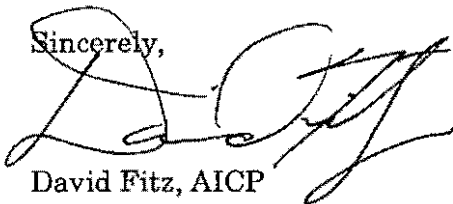
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Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

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816-524-3500 • FAX 524-2575

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June 28, 2002

Mr. Vince Hilgeman
Mercury Air
4400 Glen Curtis
Addison, TX 75001

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

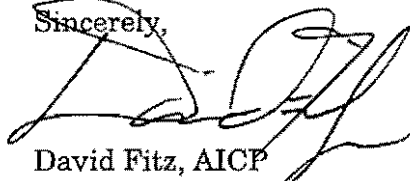
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David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

Kansas City • Phoenix

237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063
816-524-3500 • FAX 524-2575

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Airport Consultants
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June 28, 2002

Mr. Jack Hopkins
Million Air
4300 Westgrove Dr.
Addison, TX 75001

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

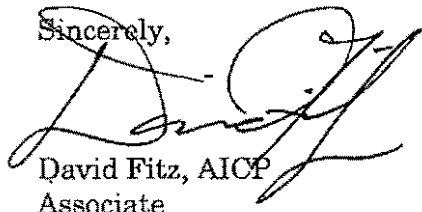
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James M. Harris, Coffman Associates

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June 28, 2002

Mr. Ed Morales
Addison Express
4505 Claire Chennault
Addison, TX 75001

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

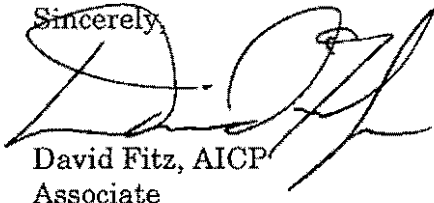
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David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

Kansas City • Phoenix

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Airport Consultants
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June 28, 2002

Mr. Al Ranyk
Flight/AER Aviation School
4700 Airport Pkwy.
Addison, TX 75001

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

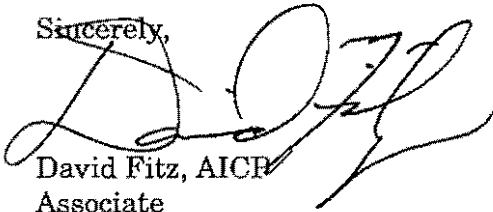
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David Fitz, AICR
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

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June 28, 2002

Mr. Ron Frederick
Mission Air
4600 Claire Chennault
Addison, TX 75001

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

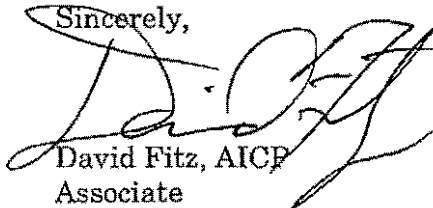
Dear Mr. Frederick:

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David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

Kansas City • Phoenix

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816-524-3500 • FAX 524-2575

~~Coffman~~ Associates

Airport Consultants

www.coffmanassociates.com

June 28, 2002

Mr. Mike Tiller
Pizza Hut
4570 Westgrove #145
Addison, TX 75001

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

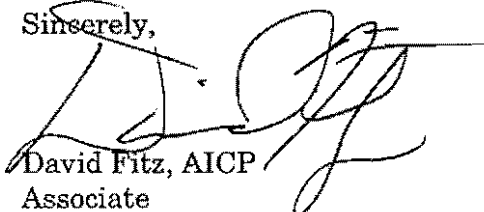
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Sincerely,



David Fitz, AICP
Associate

c. Jim Pierce, Town of Addison
James M. Harris, Coffman Associates

Kansas City • Phoenix

237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063
816-524-3500 • FAX 524-2575

Jim Pierce

From: Jim Pierce
Sent: Wednesday, June 12, 2002 9:30 AM
To: John Hunt (E-mail)
Cc: Dave Fitz (E-mail)
Subject: Addison Airport Master Plan

John: This is to authorize you to send the additional ortho and contour CD's to Coffman Associates that they have requested and need for the Airport Master Plan Study. They are requesting one Mr. Sid CD and nine LIDAR CD's for a total cost of \$500.00.

Please send the invoice and CD's directly to: Mr. Dave Fitz
Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Thanks for your help.

Jim Pierce, P.E.
Assistant Public Works Director
PO Box 9010
Addison, TX 75001-9010
972-450-2879

HP LaserJet 3200se



TOALASERJET 3200
9724502837
JUN-27-2002 7:50AM

Fax Call Report

Job	Date	Time	Type	Identification	Duration	Pages	Result
486	6/27/2002	7:48:49AM	Send	918165242575	1:22	2	OK

*Caseals
or
set-up*

*To Dave Fitz
Fax 816-524-2575*

*OK as noted - ignore the
underlining. Send lists OK too*
Jim

June 18, 2002

NAME
ADDRESS

*cut out
show at the*

RE: Addition Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

Dear _____

This letter is to invite you to the upcoming Aviation Technical Conference scheduled as part of the Addison Airport Noise Compatibility Study Update. The meeting is set for 1:30 p.m., Monday, July 29, 2002, in the Addison Conference and Theatre Centre, 15650 Addison Road, Addison, Texas. If you are unable to attend, please send a representative of your organization.

The purpose of the Aviation Technical conference is to review and discuss preliminary ideas for aircraft noise mitigation efforts in the airport vicinity. Those invited to the meetings include aviation technical people, such as pilots, air traffic controllers, corporate aviation officials, in addition to FAA officials, and airport management. Our intent is to discuss the technical aspects of various potential noise abatement techniques which may deserve consideration at Addison. It is hoped that we can reach consensus on the ideas that appear to have merit and deserve further study. We will go on to develop a detailed working paper evaluating noise abatement alternatives based on our independent analysis and the input gained at the technical conference.

Please feel free to contact me at 800-892-7772 if you have any comments or questions.

Sincerely,

David Fitz, AICP
Coffman Associates

c. Jim Pierce, Town of Addison
Jim Harris, Coffman Associates

June 18, 2002

NAME
ADDRESS

*Stone Cottage
at the*

RE: Aviation Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

Dear _____:

This letter is to invite you to the upcoming Aviation Technical Conference scheduled as part of the Addison Airport Noise Compatibility Study Update. The meeting is set for 1:30 p.m., Monday, July 29, 2002 in the Addison Conference and Theatre Centre, 15650 Addison Road, Addison, Texas. If you are unable to attend, please send a representative of your organization.

The purpose of the Aviation Technical conference is to review and discuss preliminary ideas for aircraft noise mitigation efforts in the airport vicinity. Those invited to the meetings include aviation technical people, such as pilots, air traffic controllers, corporate aviation officials, in addition to FAA officials, and airport management. Our intent is to discuss the technical aspects of various potential noise abatement techniques which may deserve consideration at Addison. It is hoped that we can reach consensus on the ideas that appear to have merit and deserve further study. We will go on to develop a detailed working paper evaluating noise abatement alternatives based on our independent analysis and the input gained at the technical conference.

Please feel free to contact me at 800-892-7772 if you have any comments or questions.

Sincerely,

David Fitz, AICP
Associates

Coffman

c. Jim Pierce, Town of Addison
Jim Harris, Coffman Associates

To Dave Fitz

Fax 816-524-2575

OK as noted - ignore the underlining. Send lists OK too

June 18, 2002

NAME
ADDRESS

*Stone Cottage
at the*

RE: Land Use Technical Conference for the Addison Airport F.A.R. Part 150 Noise Compatibility Study Update

Dear _____:

This letter is to invite you to the upcoming Land Use Technical Conference scheduled as part of the Addison Airport Noise Compatibility Study Update. The meeting is set for 10:00 a.m., Monday, July 29, 2002 in the Addison Conference and Theatre Centre, 15650 Addison Road, Addison, Texas. If you are unable to attend, please send a representative of your organization.

The purpose of the Land Use Technical conference is to review and discuss preliminary ideas for promoting land use compatibility in the airport vicinity. Those invited to the meetings include land use technical people, such as local planners, in addition to FAA officials, and airport management. Our intent is to discuss the technical aspects of various potential land use management techniques which may deserve consideration in the Addison area. It is hoped that we can reach consensus on the ideas that appear to have merit and deserve further study. We will go on to develop a detailed working paper evaluating land use alternatives based on our independent analysis and the input gained at the technical conference.

Please feel free to contact me at 800-892-7772 if you have any comments or questions.

Sincerely,

David Fitz, AICP

Coffman Associates

- c. Jim Pierce, Town of Addison
- Jim Harris, Coffman Associates

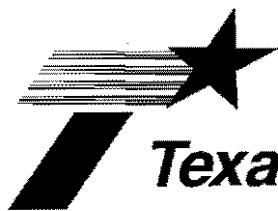
**ADDISON, TEXAS
F.A.R. PART 150 STUDY
LAND USE TECHNICAL CONFERENCE**

Name	Organization	Address
Mr. Jim Pierce Assistant Director of Public Works	Town of Addison	P.O. Box 9010 Addison, TX 75001
Mr. Chris Terry Assistant City Manager	Town of Addison	P.O. Box 9010 Addison, TX 75001
Mr. Mark Acevedo Administrator of Facilities and Fleet Services	Town of Addison	P.O. Box 9010 Addison, TX 75001
Mr. Bruce Ehly Airport Planner	Texas Department of Transportation	125 E. 11th St. Austin, TX 78701-2483
Ms. Nan L. Terry	Federal Aviation Administration	2601 Meacham Blvd. Fort Worth, Texas 76137
Ms. Stephanie Siedhoff	North Central Texas Council of Governments	P.O. Box 5888 Arlington, TX 76005-5888
Ms. Carmen Moran	Town of Addison Development Services	P.O. Box 9010 Addison, TX 75001
Mr. John Webb	City of Carrollton Planning Department	P.O. Box 110535 Carrollton, TX 75011
Ms. Sherell Cockrell	City of Dallas Planning Department	1500 Marilla, 5DN Dallas, TX 75201
Mr. Kaizer Rangwala	City of Farmers Branch Planning Department	P.O. Box 819010 Farmers Branch, TX 75381
Ms. Phyllis Jarrell	City of Plano Planning Department	P.O. Box 860358 Plano, TX 75086-0358

**ADDISON, TEXAS
F.A.R. PART 150 STUDY UPDATE
AVIATION TECHNICAL CONFERENCE**

Name	Organization	Address
Mr. Jim Pierce Assistant Director of Public Works	Town of Addison	P.O. Box 9010 Addison, TX 75001
Mr. Chris Terry Assistant City Manager	Town of Addison	P.O. Box 9010 Addison, TX 75001
Mr. Mark Acevedo Administrator of Facilities and Fleet Services	Town of Addison	P.O. Box 9010 Addison, TX 75001
Ms. Darci Neuzil Interim Airport Manager	Addison Airport	4651 Airport Pkwy Addison, TX 75001
Mr. Bruce Ehly Airport Planner	Texas Department of Transportation	125 E. 11th St. Austin, TX 78701-2483
Alvin DeVane Addison Air Traffic Manager	Federal Aviation Administration	16000 Dooley Road Addison, TX 75001
Mr. Rick Compton	Federal Aviation Administration	2601 Meacham Blvd. Fort Worth, Texas 76137
Ms. Nan L. Terry	Federal Aviation Administration	2601 Meacham Blvd. Fort Worth, Texas 76137
Ms. Joan Seward Flight Standards	Federal Aviation Administration	2601 Meacham Blvd. Fort Worth, Texas 76137
Mr. Charlie Cutler Flight Standards	Federal Aviation Administration	2601 Meacham Blvd. Fort Worth, Texas 76137
Mr. Don Day Air Traffic	Federal Aviation Administration	2601 Meacham Blvd. Fort Worth, Texas 76137
Mr. Jerry Hooper	Aircraft Owners & Pilots	3332 Bal Dr.

Mr. Jack Hopkins	Million Air	4300 Westgrove Dr. Addison, TX 75001
Mr. Ed Morales	Addison Express	4505 Claire Chennault Addison, TX 75001
Mr. Al Ranyk	Flight/AER Aviation School	4700 Airport Pkwy Addison, TX 75001
Mr. Ron Frederick	Mission Air	4600 Claire Chennault Addison, TX 75001
Mr. Mike Tiller	Pizza Hut	4570 Westgrove #145 Addison, TX 75001



Texas Department of Transportation

AVIATION DIVISION

125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • 512/416-4500 • FAX 512/416-4510

May 30, 2002

Mr. Dave Fitz
Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Dear Mr. Fitz:

I have reviewed Phase One of the Draft F.A.R. Part 150 Noise Compatibility Study, Aviation Noise and the Noise Impacts Chapters, for Addison Airport, with comments as follows.

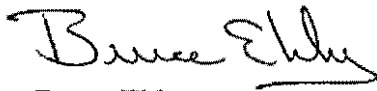
1. Page 2-11, 2nd column, last paragraph: Change all references from "Redbird" to "Austin Executive".
2. Page 3-1, 2nd column, last paragraph, 6th line: Insert "and" between "document," and "The".
3. Page 3-2, AIRCRAFT NOISE MEASUREMENT PROGRAM: It is unclear how many monitors were used on how many sites and of what time duration. A table early in the "ACOUSTICAL MEASUREMENTS" section could describe this information.
4. Pages 3-4 & 3-5, beginning of paragraphs: When referring to Sites, i.e. "Site 1" they should be bolded.
5. Page 3-4, 2nd column, 1st paragraph, 3rd line: It is unclear as to which runway threshold you are referring.
6. Page 3-8, 2nd column, 1st paragraph, 6th line: The years 2007 and 2002 should either be described as "five-year" and "twenty-year" or "short-term" and "long-term".
7. Page 3-9, 2nd column, 1st paragraph, 5th line: Change "Falco" to "Falcon".
8. Page 3-9, 2nd column, 1st paragraph, next to last line: Change "737700" to "737-700".
9. Exhibits 3G, 3H, and 3J: Delete "future" or reword since it is misleading.
10. Page 4-4, 1st column, 1st full paragraph: a description as to how the noise complaints are received, routed, and handled should be included.

Mr. Dave Fitz
May 30, 2002
Page 2

11. Exhibit 4B and others: There is no description on the legend as to the meaning of the white areas within the detailed land use study area.

Please incorporate this comment in the next edition. Should you have any questions, or if I may be of further assistance, please contact me.

Sincerely,

A handwritten signature in cursive script that reads "Bruce Ehly". The signature is written in black ink and is positioned above the printed name.

Bruce Ehly
Airport Planner

cc: Mr. Jim Pierce, Assistant Town Engineer, Town of Addison

John Webb
Planning Director
City of Carrollton
P.O Box 110535
Carrollton, TX 75011

November 30, 2001

Mr. Webb,

We are conducting a F.A.R. Part 150, Noise ~~Compatibility~~ Update for the Addison Airport. We are writing to request your permission to ~~utilize~~ ^{use} the Geographic Information, from the North Central Texas Council of Governments GIS System, within the area highlighted on the map for your jurisdiction. This information will ~~utilized~~ ^{used} for the production of exhibits and help in our analysis ~~of~~ ⁱⁿ your community. The type of information that we are requesting, is as follows:

- looking for*
- 1) Streets, Interstates, Railroads
 - 2) Parcels
 - 3) Existing Land Use by Parcel
 - 4) Comprehensive Land Use/Planned Land Use by Parcel
 - 5) Zoning by Parcel
 - 6) Hydrography
 - 7) Flood plains
 - 8) Municipal Boundaries
 - 9) Planning Boundaries
 - 10) Section Lines
 - 11) Historic Landmarks
 - 12) Building Footprints
 - 13) Topographic Contours
 - 14) Noise Sensitive Land Uses (Schools, Places of Worship, Hospitals, Retirement Facilities, Museums, Libraries, Community Centers, Theaters, Stadiums, Child Care Facilities, etc.)
 - 15) All associated Databases
 - 16) Associated Aerial Photo Imagery
 - 17) List of information, by layer, for each of the databases

Your permission will be most appreciated

If you have any questions, I can be reached at (972) 450-2879 or you can contact our consultant (Coffman Associates, David Fitz at (816) 524-3500).

Thank You,

James C. Pierce, JR., P.E.
Assistant Public Works Director
16801 Westgrove Drive
P.O Box 9010
Addison, TX75001-9010

*cc Chris Terry, Assistant City Manager
Mark Revelo, Facilities & Fleet Services Administrator*

Jim Pierce

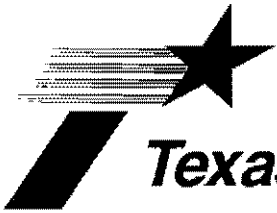
From: Jim Pierce
Sent: Friday, May 31, 2002 8:31 AM
To: John Hunt (E-mail)
Cc: Mark Acevedo; Dave Fitz (E-mail)
Subject: Addison Airport Master Plan/Part 150 Noise Study

Importance: High

John: I have received another request from Dave Fitz of Coffman Associates (our consultant) to send letters to Plano, Frisco, Farmers Branch, Carrollton and Dallas Planning Directors requesting permission to use COG's GIS information in their work. I remember discussing this with you last winter and you stated that you knew all these people, speak frequently with them, and would be glad to get their permission for us. Consequently, on 12/12/01, I sent you a copy of a fax I sent to Dave Fitz on 12/11/01 along with attachments of suggested letters to each planning director, a map of the area to be covered, and a copy of the Contractor Licensing Agreement.

Have you been able to complete this task for us? If not, will you be able to? Coffman is at the point that they really need this information. Please advise. Thanks,

Jim Pierce, P.E.
Assistant Public Works Director
PO Box 9010
Addison, TX 75001-9010
972-450-2879



Texas Department of Transportation

AVIATION DIVISION

125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • 512/416-4500 • FAX 512/416-4510

May 22, 2002

Mr. Dave Fitz
Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Dear Mr. Dmyterko:

I have reviewed Phase One of the Draft F.A.R. Part 150 Noise Compatibility Study for Addison Airport, with comments as follows.

1. Page 1-5, 2nd column, last paragraph: It is not clear if FAA approval is required to implement noise restriction for Stage 2 aircraft.

I have not yet reviewed the Aviation Noise or the Noise Impacts Chapters. Should I have comments on these Chapters, I will forward them under separate cover.

Please incorporate this comment in the next edition. Should you have any questions, or if I may be of further assistance, please contact me.

Sincerely,

Bruce Ehly
Airport Planner

cc: Mr. Jim Pierce, Assistant Town Engineer, Town of Addison

NOISE COMPATIBILITY RESPONSIBILITIES

Multiple organizations and groups are responsible for mitigating the effects of aircraft noise exposure in the vicinity of an airport. The following serves as a guide to highlight the various individual responsibilities for noise exposure mitigation around Addison Airport.

Federal Government

The Federal Government, primarily through the Federal Aviation Administration (FAA), has the authority and responsibility to control aircraft noise sources through the following methods:

- **Implement and Enforce Aircraft Operational Procedures** - These include pilot responsibilities, compliance with Air Traffic Control instructions, flight restrictions, and careless and reckless operation of aircraft. Where and how aircraft are operated is under the complete jurisdiction of the FAA.
- **Manage the Air Traffic Control System** - The FAA is responsible for the control of navigable airspace and reviews any proposed alterations in flight procedures for noise abatement on the basis of safety of flight operations, safety and efficient use of navigable airspace, management and control of the national airspace and air traffic control systems, effects on security and national defense, and compliance with applicable laws and regulations.
- **Certification of Aircraft** - The FAA has required the reduction of aircraft noise through certification, modification of engines, or aircraft replacement as defined in F.A.R. Part 36.
FAA noise reduction regulations do not apply to military aircraft or aircraft below 75,000 pounds.
- **Pilot Licensing** - Individuals licensed as pilots are trained under strict guidelines concentrating on safe and courteous aircraft operating procedures, many of which are designed to lessen the effects of aircraft noise.
- **Noise Compatibility Studies** - Federal Aviation Regulation (F.A.R.) Part 150 establishes procedures and criteria for the evaluation of Noise Compatibility Studies.

State Government

The State of Texas does not directly mandate or implement regulations or programs pertaining to aircraft noise or land use. The state does, however, render such power to local governments through enabling legislation. This legislation encourages local governments to establish planning commissions which are assisted by agencies or departments to prepare and adopt a long-range general plan, and regulate zoning, subdivision and land development, consistent with the plan.

Local Government (cities, towns, and counties)

Local governments have the authority to enforce land use regulations within their jurisdictions. These include:

- **Land Use Planning** - Local governments are permitted to prepare, adopt and implement comprehensive, long-range, generalized land use plans within their current jurisdictions and for unincorporated areas which are likely to be annexed.
- **Zoning Ordinance** - Local governments use the Zoning Ordinance to guide the uses of property, provide dimensional requirements for lots, building height and density.
- **Subdivision Regulations** - Local governments can use subdivision regulations to enhance noise-compatible land development by requiring developers to plat and develop land so as to minimize noise impacts or reduce the noise sensitivity of new development. The most common method is the dedication of a noise or aviation easement to the local government by the land subdivider as a condition of development approval.
- **Building Codes** - Local governments institute building codes to ensure safe and inhabitable building standards. Local building codes may require sound insulation in new residential, office, and institutional buildings when warranted by existing or potential high aircraft noise levels.

Airport Proprietor - Town of Addison

The airport proprietor is responsible for the safe and efficient operation of the airfield facility. This includes:

- Overall airport planning and the implementation of airport development actions.
- Installation of noise barriers and implementation of noise-reducing ground operating procedures.
- Provide community outreach.
- Recommend restrictions on airport use that do not unjustly discriminate against any user, impede the federal interest in safety and management of the air navigation system, or unreasonably interfere with interstate commerce.

The airport proprietor does not have the authority to install mandatory noise abatement procedures or direct air traffic.

All procedures including noise abatement, aircraft air operations, and curfews must be approved by the FAA and may require additional studies.

Aircraft Manufacturers

Aircraft manufacturers have the responsibility to incorporate the latest noise reduction technology in aircraft engine designs. In addition, manufacturers can include aircraft specific noise abatement techniques and settings in aircraft operation manuals.

Aviation Users

Aviation users have the responsibility to fly in a safe and responsible manner as per the "General Operating and Flight Rules" defined in F.A.R. Part 91.

Current and prospective residents

Current and prospective residents in areas surrounding airports should seek to understand the aircraft noise problem and what steps can and cannot be taken to minimize its effects. Prospective residents should research the location of nearby airports and determine if aircraft noise would affect their quality of life.

ADDISON AIRPORT
**F.A.R. Part 150 Noise Compatibility Study Update/
Master Plan Update**
(as of May 25, 2002)

MASTER PLAN UPDATE

Coffman Associates has completed the background Inventory, the Aviation Demand Forecasts and the Facility Requirements sections for Addison Airport's Master Plan Update.

Addison Airport is currently operating at 112% percent of annual service volume. The annual service volume figure is based on operations for both based and itinerant aircraft and represents a planning figure used to determine, primarily, airside facility needs. Since the annual service volume already exceeds 100%, the Airport is experiencing operational delays and reflects the need for additional taxiways and, possibly, a parallel runway. Some obstructions occur at both ends of the runway which preclude using its entire 7,200 foot length. If these obstructions can be removed, the entire runway can be used, thus improving operations.

The studies also show a need for additional aircraft storage of all kinds – T-Hangars, Patio Hangars and Conventional Hangars – to meet anticipated growth over the next 20 years. Other needs include additional automobile and aircraft parking, a general aviation terminal and relocating the fuel farm that would free space for aircraft storage construction and resolve environmental concerns.

The study will continue with sections involving Airport Alternatives, Airport Plans, Financial Planning, and Economic Benefit Analysis.

F.A.R. PART 150 STUDY UPDATE

For the Part 150 Noise Compatibility Study, Coffman Associates has completed the Inventory, Aviation Forecasts, Aviation Noise and Noise Impact sections.

Current noise exposure maps have been completed and projections made for noise contours in 2007 and 2022. Projections of noise contours are based on aviation forecasts completed earlier in the process. These maps will form the basis for assessing additional noise abatement procedures that will be made in later portions of the study.

FAA-required modeling is used to prepare the contour maps as are radar flight tracks from nearby Airports. Contours indicate the annual average day and night noise at 65, 70 and 75 decibels. FAA guidelines suggest that residential development is incompatible where noise levels exceed 65 decibels. Onsite monitors were also placed at six locations surrounding the airport.

Currently, 741 residents are exposed to noise above 65 decibels. By 2022, that number is expected to drop significantly, thanks, in part, to less noisy aircraft.

Subsequent parts of the study will include a Noise Compatibility Program, Noise Abatement Alternatives, Land Use Alternatives and Noise Compatibility Plan.

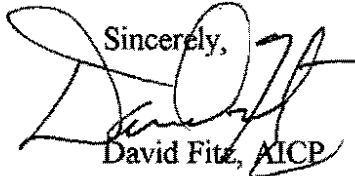
Coffman
Associates
Airport Consultants
www.coffmanassociates.com

May 3, 2002

James C. Pierce, JR., P.E.
Assistant Public Works Director
Town of Addison
16801 Westgrove Drive
Addison, TX 75001-9010

Dear Mr. Pierce:

Please find enclosed with this letter sixteen (16) draft copies of Chapter One, Inventory; Chapter Two, Demand Forecasts; Chapter Three, Aviation Noise; Chapter Four, Noise Impacts; Appendix C, Local Zoning Provisions; Appendix D, Evaluation of Current Noise Compatibility Program; and Appendix E, INM Output Report. Thirty-four (34) copies were individually mailed to the PAC members. This accounts for the fifty (50) copies in our contract. Also attached to each set of draft chapters are meeting minutes from the January 24, 2002 PAC meeting. Please do not hesitate to call me at 800-892-7772 if you have any questions.

Sincerely,

David Fitz, AICP
Associate

Enclosures: as stated

cc: Jim Harris, Coffman Associates, Phoenix

Kansas City • Phoenix

237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063
816-524-3500 • FAX 524-2575

ADDISON AIRPORT Addison, Texas

F.A.R. Part 150 Noise Compatibility Study Airport Planning Advisory Committee Members

May 3, 2002

Enclosed are draft working papers for the F.A.R. Part 150 Noise Compatibility Study. They will be presented at the second PAC meeting scheduled for **Thursday, May 23, 2002 at 1:30 p.m.** The meeting will be held in the Addison Conference and Theatre Centre, 15650 Addison Road, Addison, Texas.

F.A.R. PART 150 NOISE COMPATIBILITY STUDY

CHAPTER ONE - INVENTORY

CHAPTER TWO - AVIATION DEMAND FORECASTS

CHAPTER THREE - AVIATION NOISE

CHAPTER FOUR - NOISE IMPACTS

APPENDIX C - LOCAL ZONING PROVISIONS

APPENDIX D - EVALUATION OF THE 1991 NOISE COMPATIBILITY PROGRAM

APPENDIX E - INM OUTPUT REPORT

PLANNING ADVISORY COMMITTEE MEETING MINUTES

I have read ^{MOST OF} the working papers and have no comments.

I have read the working papers and have the following comments. (Please add extra sheets if necessary.)

Please mail this response sheet by June 6, 2002 to:

COFFMAN ASSOCIATES, INC.
237 N.W. Blue Parkway, Suite 100
Lee's Summit, Missouri 64063
Attn: Dave Fitz

Name: ROBERT L. BARRETT
Representing: CITY OF ADDISON
Phone: 972-386-7999

Coffman
Associates
Airport Consultants
www.coffmanassociates.com

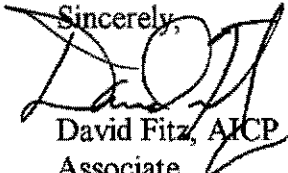
April 29, 2002

James C. Pierce, JR., P.E.
Assistant Public Works Director
Town of Addison
16801 Westgrove Drive
Addison, TX 75001-9010

Dear Mr. Pierce:

Please find enclosed with this letter a copy of Chapter One, Inventory; Chapter Two, Demand Forecasts; Chapter Three, Aviation Noise; Chapter Four, Noise Impacts; Appendix C, Local Zoning Provisions; Appendix D, Evaluation of Current Noise Compatibility Program; and Appendix E, INM Output Report for your review. In order to make the deadline for sending the draft materials to the Airport Planning Advisory Committee, we will need your comments by May 3, 2002.

Thank you for your attention to this matter. Please do not hesitate to call me at 800-892-7772 if you have any questions.

Sincerely,

David Fitz, AICP
Associate

Enclosures: as stated

cc: Jim Harris, Coffman Associates, Phoenix

Kansas City • Phoenix

237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063
816-524-3500 • FAX 524-2575

Coffman
Associates
Airport Consultants

www.coffmanassociates.com
Mr. Jim Pierce
Assistant Director of Public Works
Town of Addison
P.O. Box 9010
Addison, TX 75001

April 29, 2002

RE: Addison Airport - Master Plan and F.A.R. Part 150 Noise Compatibility Study Update

Dear Mr. Pierce:

The second PAC meeting for the Master Plan and F.A.R. Part 150 Noise Compatibility Study for Addison Airport has been scheduled for May 23, 2002 at 1:30 p.m., at the Addison Conference and Theatre Centre, 15650 Addison Road. It has been several months since our last Planning Advisory Committee (PAC) meeting in January. Since that time, a considerable amount of work has been accomplished including the development of the inventory database, aviation demand forecasts, facility requirements, and the analysis for the existing, the five-year, and the future noise exposure contours. The land use and population impacts have also been evaluated. In addition, we have completed our evaluation of the 1991 Noise Compatibility Program. The material to be discussed will be in the form of two draft working papers for the Master Plan and four draft working papers and associated appendices for the Part 150:

Master Plan

- Chapter Two - Demand Forecasts
- Chapter Three - Facility Requirements

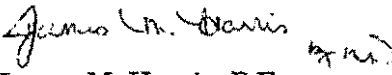
Part 150

- Chapter One -- Inventory
- Chapter Two - Demand Forecasts
- Chapter Three - Aviation Noise
- Chapter Four - Noise Impacts
- Appendix C - Local Zoning Provisions
- Appendix D - Evaluation of the 1991 Noise Compatibility Program
- Appendix E - INM Output Report

These documents will be sent to you prior to the PAC meeting for your review.

We look forward to meeting with you on May 23, 2002. In the meantime, if you have any questions regarding the study or if you should need additional information, please feel free to call me (602-993-6999) or David Fitz (816-524-3500) at any time.

Sincerely,


James M. Harris, P.E.
Principal

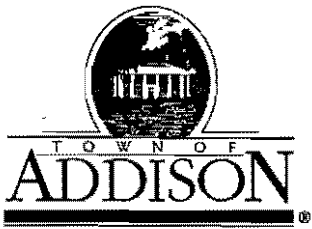
c. David Fitz, Coffman Associates

Kansas City • Phoenix

237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063
816-524-3500 • FAX 524-2575

*This letter went to
all PAC members*

*Jim
Pierce*



Public Works / Engineering
 16801 Westgrove • P.O. Box 9010
 Addison, Texas 75001
 Telephone: (972) 450-2871 • Fax: (972) 450-2837

LETTER OF TRANSMITTAL

DATE	3-5-02	JOB NO.
ATTENTION		
RE	Addison Airport	

TO Dave Fitz
Coffman & Assoc

GENTLEMAN:

WE ARE SENDING YOU

- Attached
- Under separate cover via _____ the following items:
- Shop Drawings
- Prints
- Plans
- Samples
- Specifications
- Copy of letter
- Change order
- _____

COPIES	DATE	NO.	DESCRIPTION
1			Nighttime Aircraft Operations Surveys 02/25 thru 03/03/02

THESE ARE TRANSMITTED as checked below:

- For approval
- For your use
- As requested
- For review and comment
- FOR BIDS DUE _____ 19____
- Approved as submitted
- Approved as noted
- Returned for corrections
- _____
- Resubmit _____ copies for approval
- Submit _____ copies for distribution
- Return _____ corrected prints
- PRINTS RETURNED AFTER LOAN TO US

REMARKS

COPY TO _____

SIGNED: *Jeffrey*

If enclosures are not as noted, please notify us at once.

972-788-9334

To I ave Pearce 9 pages

Addison Municipal Airport Nighttime Aircraft Operations Survey		
Addison, TX	Date: 02/25/02	Observer: R. I. "Buz" Allen
Weather Conditions: 30.42		
Temperature: 32 Degrees (F)	Wind: Speed: 18-25 m.p.h. Direction: 340°	
Cloud Cover: Clear <input checked="" type="checkbox"/> Partly Cloudy <input type="checkbox"/> Overcast <input type="checkbox"/>	Visibility: IFR <input type="checkbox"/> VFR <input checked="" type="checkbox"/> Clear	
Precipitation: Rain <input type="checkbox"/> Snow <input type="checkbox"/> Other <input type="checkbox"/> None <input type="checkbox"/>	Additional Weather Observations: Gusts 340° 18-25 Kts	

Aircraft Observations

Time	Aircraft Type				Jet N-Number	Arrival	Departure	Runway	
	Single Engine	Multi Engine	Turbo Prop	Jet				15	33
22:05			Merlin				✓		✓
22:08			King Air E-90 "200"			✓			✓
22:23			Lear	✓	2717W	✓			✓
22:40	Cessna 210					✓			✓
22:53				✓	Falcon 20 916 RA		✓		✓
22:50	Cessna Caravan		Caravan Cessna			✓			✓
23:00		Care Flite	Helicopter	✓		✓	23:16		✓
23:07			Lear 24		277TW		✓		✓
23:15			Beachcraft 600		686TR	✓			✓
23:50			Lear 23			✓			✓
00:30			Lear		205CA		✓		✓
00:33	Cessna Caravan		C.C.				✓		✓
00:45					Lear 25	✓			✓
01:23					Lear 22TW		✓		✓
01:51			Merlin			✓			✓
02:39			Merlin				✓		✓
04:10		Care Flite	Helicopter			✓	04:27		✓

29°

02/26/02

Addison Municipal Airport Nighttime Aircraft Operations Survey

Addison, TX

Date: 02/26

Observer: Buz Allen

Weather Conditions:

Alt. 30.50

Full Moon

Temperature: 27 Degrees (F)

Wind: Speed: 08 m.p.h.

Direction: 300°

Cloud Cover: Clear Partly Cloudy
Overcast

Visibility: IFR VFR

Precipitation: Rain Snow
Other None

Additional Weather Observations:

Very Dry 22° Temp
0.5 Dew Pt.

Aircraft Observations

Time	Aircraft Type				Jet N-Number	Arrival	Departure	Runway	
	Single Engine	Multi Engine	Turbo Prop	Jet				15	33
	22:04	C-150							
22:06	C-150					✓		✓	
22:10			Lear 25 ✓		7733	✓		✓	
22:24			King Air C-90			✓		✓	
22:34			Beechjet ✓		30AF	✓		✓	
22:47			Lear 60 ✓		55RM		✓	✓	
22:45			Merlin			✓		✓	
22:45			Police Air One Helicopter	✓			✓	✓	
22:55		McD. Douglas	DC-9 ✓		941NE	✓		✓	
23:01			Lear 25 ✓		91LE		✓	✓	
23:11			C-90			✓		✓	
23:15			Merlin		007		✓	✓	
23:32			King Air 90		847TS	✓		✓	
23:55			Beechjet ✓		686TR		✓	✓	
00:12			Challenger ✓		Pizza 1	✓		✓	
00:25			Lear 25 ✓		Ameristar		✓	✓	
00:45			Falcon ✓			✓		✓	

02/27

Addison Municipal Airport Nighttime Aircraft Operations Survey

Addison, TX

Date: 02/27/02

Observer: Buz Allen

Weather Conditions: Clear Full Moon

Temperature: 35° Degrees (F)

Wind: Speed: 07 m.p.h.

Direction: 130°

Cloud Cover: Clear Partly Cloudy
Overcast

Visibility: IFR VFR

Precipitation: Rain Snow
Other None

Additional Weather Observations:

Aircraft Observations

Time	Aircraft Type				Jet N-Number	Arrival	Departure	Runway	
	Single Engine	Multi Engine	Turbo Prop	Jet				15	33
22:18	Cherokee					<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>
22:22	B	Beech Barron			33TX		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
22:32	Cessna 172	Travelair BE-95			46303	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
22:30					7MD	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
22:59	Cessna 172				SP	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
23:08			Loar 25	<input checked="" type="checkbox"/>	737CA		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
23:12	Cessna				401SS		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
23:24			Merlin			<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
23:46		Cessna 440			340DM	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
23:51			Lockheed Jetstar	<input checked="" type="checkbox"/>	14K	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
23:59			Merlin		341MA		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
00:39			DC-9	<input checked="" type="checkbox"/>	941A	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
00:58		(No Calls)	Falcon 20	<input checked="" type="checkbox"/>	257TW		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
03:07	Cessna 206				24508	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
03:50			Merlin		328	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
05:38	Cessna C.		Caravan				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	
05:53			Gulfstream III	<input checked="" type="checkbox"/>	186DS		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

02/28/02

Addison Municipal Airport Nighttime Aircraft Operations Survey

Addison, TX Date: 03/01/02 Observer: Buz Allen

Weather Conditions: Fog

Temperature: 52° Degrees (F) Wind: Speed: 14 m.p.h.
 Dewpoint 52° Direction: 140°

Cloud Cover: Clear Partly Cloudy Visibility: IFR VFR
 Overcast 1,000' to 700' Ceiling variable 500' to 1,000'

Precipitation: Rain Snow Additional Weather Observations:
FOG Other None 01:38 Wind Shift to 310° @ 24 to 31 Kts.

Aircraft Observations

Time	Aircraft Type				Jet N-Number	Arrival	Departure	Runway	
	Single Engine	Multi Engine	Turbo Prop	Jet				15	33
	22:04			Gulfstream				✓	1086
22:04			Lear 60	✓	221FX	✓		✓	
22:27	(No Calls)		Lear 23	✓	23CA	✓		✓	
22:34			Gulfstream	✓	1086		✓	✓	
22:47			Falcon 20	✓	747CA	✓		✓	
23:00			Falcon 20	✓	874CA	✓		✓	
23:29			Challenger	✓	345PH	✓		✓	
23:58		Ameristar	Falcon 20	✓	2157M	✓		✓	
01:11			Lear 60	✓	235FX	✓		✓	
01:24			Merlin		MA	✓		✓	
02:11	Cessna C		Caravan		492		✓	✓	
02:34	Debonair					✓		✓	
02:38	(No Calls)		Boeing 737	✓		✓		✓	
02:54		Douglas	DC-9	✓	94INE		✓	✓	
04:43		King Air	C-90			✓		✓	
05:40			Lear 25 D.	✓	CA		✓	✓	

3/2/02

Sleet
Ice Pellets

Temp.
21°F

Addison Municipal Airport Nighttime Aircraft Operations Survey

Addison, TX Date: 03/02/02 Observer: Buz Allen
STAT.

Weather Conditions: Clear Cold

Temperature: 24° Degrees (F) Wind: Speed: 14 m.p.h.

Dew Pt. 11° Direction: 340°

Cloud Cover: Clear Partly Cloudy Visibility: IFR VFR
 Overcast

Precipitation: Rain Snow Additional Weather Observations:
 Other None

Aircraft Observations

Time	Aircraft Type				Jet N-Number	Arrival	Departure	Runway	
	Single Engine	Multi Engine	Turbo Prop	Jet				15	33
	22:27								
22:27			Lear 60	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
22:42			King Air		800JF	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
22:49		C-421				<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
00:06		Douglas	DC-9	<input checked="" type="checkbox"/>	941NE	<input checked="" type="checkbox"/>			

03/03/02
 SUN.
 -8°C

Addison Municipal Airport Nighttime Aircraft Operations Survey

Addison, TX Date: 03/03/02 sun Observer: Buzz Allen

Weather Conditions: Clear Cold Alt. 30,50

Temperature: 26° Degrees (F) Wind: Speed: _____ m.p.h. CALM
 Direction: _____ 22:00

Cloud Cover: Clear Partly Cloudy _____
 Overcast _____

Visibility: IFR _____ VFR

Precipitation: Rain _____ Snow _____
 Other _____ None

Additional Weather Observations:
Winds remained calm all night.

Aircraft Observations

Time	Aircraft Type				Jet N-Number	Arrival	Departure	Runway	
	Single Engine	Multi Engine	Turbo Prop	Jet				15	33
		114A							
22:20	Aero Comm.				4743W	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
23:23	Cessna 172				2295	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
01:11	Cessna Cardinal					<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>
05:48			Lear 60	<input checked="" type="checkbox"/>	FX		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	

3/04/02
 19°F

2-12-01

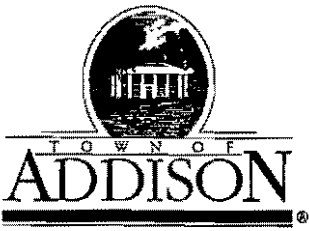
Telmon w Al Devane:

Start week of 25th - Mar 3rd

\$15/hr

Tower closed Period

$$8 \text{ hrs/nite} \times 7 \text{ nites} \times \$15 = \$840^{00}$$



Public Works / Engineering
 16801 Westgrove • P.O. Box 9010
 Addison, Texas 75001
 Telephone: (972) 450-2871 • Fax: (972) 450-2837

LETTER OF TRANSMITTAL

DATE	2-4-01	JOB NO.
ATTENTION		
RE:		

TO Dave Fitz
Coffman Assoc

GENTLEMAN:

WE ARE SENDING YOU

- Attached
- Under separate cover via _____ the following items:
- Shop Drawings
- Prints
- Plans
- Samples
- Specifications
- Copy of letter
- Change order
- _____

COPIES	DATE	NO.	DESCRIPTION
1			Comments on Inventory Chapter

THESE ARE TRANSMITTED as checked below:

- For approval
- For your use
- As requested
- For review and comment
- FOR BIDS DUE _____ 19_____
- Approved as submitted
- Approved as noted
- Returned for corrections
- _____
- Resubmit _____ copies for approval
- Submit _____ copies for distribution
- Return _____ corrected prints
- PRINTS RETURNED AFTER LOAN TO US

REMARKS _____

COPY TO _____

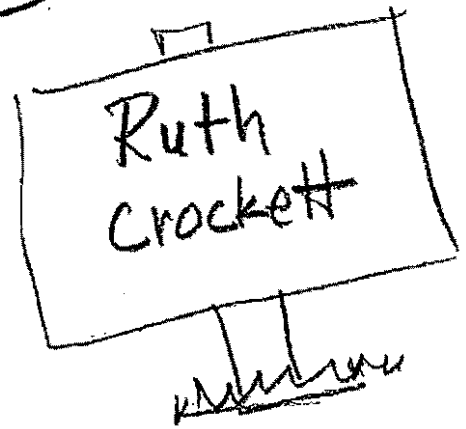
SIGNED: Jim Lewis

If enclosures are not as noted, please notify us at once.

Addison Place

HOA

① ~~Fanny Walters~~ —
972-934-0400



② Gary Cater
214-507-8326 — Cell
call gary — Bd. of Directors
972-733-0168 — Home Phone
17100 Vinland Drive —
Pool Area

Dave Fitz 1-800-892-7772

Jim Harris Cell 1-602-524-1640

602-993-6999

Addison!

JIM PIERCE, P.E.
Assistant Public Works Director
(972) 450-2879
(972) 450-2837 FAX
jpierce@ci.addison.tx.us

Town of Addison 16801 Westgrove Dr. P.O. Box 9010, Addison, Texas 75001-9010

Emily Traugott
Comfort Inn

972-701-0881 X 401

Noise monitor

Jennifer Findley / La Quinta
972-404-0004

OK - Roof/Pool

1492\$ Landmark

Dan Bartholomew 816-309-5432
cell phone

Jim Pierce

From: David_Pearce@staubach.com
Sent: Friday, January 25, 2002 12:45 PM
To: jpierce@ci.addison.tx.us
Cc: cterry@ci.addison.tx.us; macevedo@ci.addison.tx.us
Subject: Re: Night Aircraft Activity Counts

I have talked to Alvine and he indicated that his controllers would and probably could accomplish an unofficial count for about \$840 in total (plus or minus a few dollars). In looking at the W/S rate and the fact that we are under contract means that the rate would incur the overhead costs which totals about \$1,546.39. In addition, before having one of our employees take on this task, I would need to have the company look at the legal issues which would probably mean us requiring certain releases because of how the data will and could be used. Honestly, I would like to beg off on this as it might have more complications then are beneficial to you or us, as well as it appears that it is not cost effective. By having the Tower personnel acquire this data while being located in the tower, monitoring their radios is probably more beneficial and will derive more accuracy. The controllers have a good background of the types of aircraft, arrival requests and handoffs etc. etc. Utilization of the Tower folks is truly the best option. If you would like to go that route let me know so that Alvine can acquire the appropriate level of approval from his agency as well as set the times. Let me know.
Dave

jpierce@ci.addison.tx.us
cterry@ci.addison.tx.us,
01/25/2002
09:07 AM

To:
macevedo@ci.addison.tx.us,
david_pearce@staubach.com
cc:
Subject: Night Aircraft Activity Counts

Jim Pierce

From: Dave Fitz [dfitz@coffmanassociates.com]
Sent: Monday, January 28, 2002 10:42 AM
To: Jim Pierce
Cc: jmharris@coffmanassociates.com; miked@coffmanassociates.com; OliphantPR@aol.com; Mark Acevedo
Subject: Planning Advisory Committee List



PAC.Ltr.NEW.012802

.dave.doc

Jim:

Here is the updated committee list. Three committee members were not present and did not receive workbooks:

Vince Hilgeman

Ed Morales

Bonnie Hill.

I will draft up a sample transmittal letter to include when you mail the workbooks to these committee members.

Dave



FAX TRANSMITTAL

Please deliver the following pages to:

Name: Jim Pierce
Firm: Town of Addison Public Works
FAX No.: 972.450.2837
Total Number of Pages Including this Cover Sheet: 3

Comments: Jim,

Attached is the Addison Nighttime Operations sheet for Addison Airport personnel to complete. I have filled in a few cells to give those performing the aircraft counts an example of the data needed and how it should be recorded. I will e-mail the survey sheet file to you in Word format this afternoon. Please call me if you have any changes or corrections.

Dan Bartholomew

Date: 1/28/02 **Time:** 12:45 a.m.
If you do not receive all of the pages,
Please Call: Sherry **at (816)524-3500**
Fax Sender: Dan
Project Number:

FAX No. (816) 524-2575

237 N.W. Blue Parkway, Suite 100 Lee's Summit, Missouri 64063 (816)524-3500

AIRPORT MASTER PLAN & F.A.R. PART 150
 NOISE COMPATIBILITY STUDY UPDATE
 PUBLIC INFORMATION WORKSHOP
 MEETING COMMENT FORM



Name: Warren Robbins 1/25/01
 4215 Brook Tree, Dallas 75287
 972-248-1417

Date: January 24, 2002 Time: 5:30-7:30 p.m.

Place: Addison Convention and Theatre Centre

Please print neatly

- 1) The meeting notification was not sufficient as indicated by the small number in attendance.
- 2) The informal "open house" format did not allow for specifics (yours or ours), to be addressed. A formal meeting format with someone recording comments/questions would have much better addressed the matter.
- 3) Our concerns have to do with "short turn" landings and take offs that OFTEN PASS OVER OUR HOUSE, (we live one block north of Trinity Mills, and one block east of Westgrove/Voss), including but not limited to Kavanaugh Flt. Museum aircraft and helicopters.
- 4) In visiting with other meeting attendees it was apparent that it is pointless to attend monthly board meetings because of the arrogance and lack of interest in neighborhood concerns.
- 5) We moved here in 1994. Having lived not far from Love Field airport noise was not new to us or a serious concern. Could Addison be worse? The answer is yes! And it has to do with the escalation of noise as the result of carelessness/rudeness of pilots as it relates to their "noise mgmt." during landings and takeoffs.

Mail to:

COFFMAN ASSOCIATES, INC.
 237 N.W. Blue Parkway, Suite 100
 Lee's Summit, MO 64063
 www.coffmanassociates.com

cc: Mr. James Pierce Jr.
 Town of Addison
 16801 Westgrove Dr.
 Addison, Tx. 75001

Coffman **Associates**

Airport Consultants

www.coffmanassociates.com

January 2, 2002

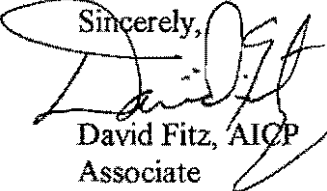
James C. Pierce, JR., P.E.
Assistant Public Works Director
Town of Addison
16801 Westgrove Drive
Addison, TX 75001-9010

Dear Mr. Pierce:

Please find enclosed with this letter fifty (50) planning advisory committee workbooks for the Addison Airport Master Plan and fifty (50) workbooks for F.A.R. Part 150 Noise Compatibility Study. This accounts for the fifty (50) copies in the Master Plan and fifty (50) copies in the F.A.R. Part 150 contracts.

Please do not hesitate to call me at 800-892-7772 if you have any questions.

Sincerely,



David Fitz, AICP
Associate

Enclosures: as stated

cc: Jim Harris, Coffman Associates, Phoenix

Kansas City • Phoenix

237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063
816-524-3500 • FAX 524-2575

John Hunt -

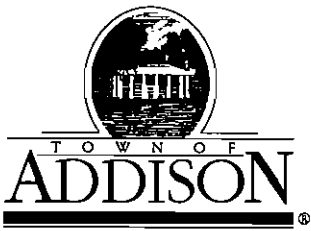
NCTCOG

New Version of AutoCAD

Mr. Sid → ESRI Applications such as ArcView, Arc/INFO
Arc GIS

OK to get a
copy of the DATA

616 Six Flags Dr
Arl TX 76011



Public Works / Engineering

16801 Westgrove • P.O. Box 9010
Addison, Texas 75001

Telephone: (972) 450-2871 • Fax: (972) 450-2837

LETTER OF TRANSMITTAL

DATE	12-12-01	JOB NO.
ATTENTION		
RE:	Letter to Surrounding Planning Directors	

TO John Hunt
NCTCOG

GENTLEMAN:

WE ARE SENDING YOU

- Attached
- Under separate cover via _____ the following items:
- Shop Drawings
- Prints
- Plans
- Samples
- Specifications
- Copy of letter
- Change order
- _____

COPIES	DATE	NO.	DESCRIPTION
1			My fax to Dave Fitz 12/11/01 w attachments
1			Map of area to be covered

THESE ARE TRANSMITTED as checked below:

- For approval
- For your use
- As requested
- For review and comment
- FOR BIDS DUE _____ 19____
- Approved as submitted
- Approved as noted
- Returned for corrections
- _____
- Resubmit _____ copies for approval
- Submit _____ copies for distribution
- Return _____ corrected prints
- PRINTS RETURNED AFTER LOAN TO US

REMARKS Letter was to be sent to Planning Directors in Plano, Frisco, Farmers Branch, Carrollton, Dallas. It looks like several other cities are covered too, like Hebron, Lewisville & The Colony. If you could do this by phone it would be great!

COPY TO _____

SIGNED: Jim Lewis

If enclosures are not as noted, please notify us at once.

HP LaserJet 3200se



TOALASERJET 3200
9724502837
DEC-11-2001 3:50PM

Fax Call Report

Job	Date	Time	Type	Identification	Duration	Pages	Result
416	12/11/2001	3:48:42PM	Send	918165242575	1:22	2	OK

TOWN OF

ADDISON

PUBLIC WORKS

To: Dave Fitz

From: Jim Pierce, P.E.
Asst. Public Wks. Dir.
Phone: 972/450-2879
FAX: 972/450-2837
jpierce@cl.addison.tx.us

Company: Coffman Assoc.

FAX #: 1-816-524-2575

Date: 12-11-01

16801 Westgrove
P.O. Box 9010
Addison, TX 75001-9010

of pages (including cover): 2

Re: Letter to Surrounding Planning Directors

Original in mail Per your request FVI Call me

Comments: Dave - Re your 11/30/01 draft letter to
planning directors! I believe we should
put a "permission granted" signature
block ~~at~~ opposite mine and ask them
to return a copy of the letter signed.
Also, we should attach a copy of the
attached Licensing Agreement properly filled
out for each entity.

Before we finalize everything please
check out this "process" with John
Hunt of NCTCOG to make sure he is
OK with it.

Thanks,
Jim

CONTRACTOR LICENSING AGREEMENT

The following provisions are a license agreement with respect to digital orthophotography and/or 2-foot contours between:

_____ and _____
Contractor Entity Name

Unless otherwise agreed in writing, only the contractor indicated above is authorized use of the NCTCOG data product. A contractor shall be deemed authorized to use the data products by the Entity or NCTCOG if such use is incidental to a larger relationship between the contractor and the Entity, and is used for purposes no greater than reasonably needed to achieve the objectives of an actual project undertaken in connection with that relationship. The contractor must agree in writing to be bound by the provisions of this Agreement.

The contractor also agrees to return all NCTCOG data back to the Entity, or to destroy said data, after completion of the project. This data may not be used for other projects or presentations unless written permission is obtained from either the Entity or NCTCOG.

Execution of this Agreement signifies that the contractor understands the restrictions of use for the NCTCOG data product, as well as the return of all said data, or destruction of same, upon completion of work for the Entity.

CONTRACTOR:

ENTITY:

Signature

Signature

Date

Date

Phyllis Jarrell
Planning Director
City of Plano
P.O. Box 860358
Plano, TX 75086

November 30, 2001

Mrs. Jarrell,

We are conducting a F.A.R. Part 150, Noise Compatibility Update for the Addison Airport. We are writing to request your permission to utilize the Geographic Information, from the North Central Texas Council of Governments GIS System, within the area highlighted on the map for your jurisdiction. This information will be utilized for the production of exhibits and help in our analysis of your community. The type of information that we are requesting, is as follows:

- 1) Streets, Interstates, Railroads
- 2) Parcels
- 3) Existing Land Use by Parcel
- 4) Comprehensive Land Use/Planned Land Use by Parcel
- 5) Zoning by Parcel
- 6) Hydrography
- 7) Flood plains
- 8) Municipal Boundaries
- 9) Planning Boundaries
- 10) Section Lines
- 11) Historic Landmarks
- 12) Building Footprints
- 13) Topographic Contours
- 14) Noise Sensitive Land Uses (Schools, Places of Worship, Hospitals, Retirement Facilities, Museums, Libraries, Community Centers, Theaters, Stadiums, Child Care Facilities, etc.)
- 15) All associated Databases
- 16) Associated Aerial Photo Imagery
- 17) List of information, by layer, for each of the databases

If you have any questions, I can be reached at (972) 450-2879 or you can contact our consultant (Coffman Associates, David Fitz at (816) 524-3500).

Thank You,

James C. Pierce, JR., P.E.
Assistant Public Works Director
16801 Westgrove Drive
P.O. Box 9010
Addison, TX 75001-9010

John Lettellier, AICP
Director of Planning
City of Frisco
6891 Main Street
Frisco, TX 75034

November 30, 2001

Mr. Lettellier,

We are conducting a F.A.R. Part 150, Noise Compatibility Update for the Addison Airport. We are writing to request your permission to utilize the Geographic Information, from the North Central Texas Council of Governments GIS System, within the area highlighted on the map for your jurisdiction. This information will be utilized for the production of exhibits and help in our analysis of your community. The type of information that we are requesting, is as follows:

- 1) Streets, Interstates, Railroads
- 2) Parcels
- 3) Existing Land Use by Parcel
- 4) Comprehensive Land Use/Planned Land Use by Parcel
- 5) Zoning by Parcel
- 6) Hydrography
- 7) Flood plains
- 8) Municipal Boundaries
- 9) Planning Boundaries
- 10) Section Lines
- 11) Historic Landmarks
- 12) Building Footprints
- 13) Topographic Contours
- 14) Noise Sensitive Land Uses (Schools, Places of Worship, Hospitals, Retirement Facilities, Museums, Libraries, Community Centers, Theaters, Stadiums, Child Care Facilities, etc.)
- 15) All associated Databases
- 16) Associated Aerial Photo Imagery
- 17) List of information, by layer, for each of the databases

If you have any questions, I can be reached at (972) 450-2879 or you can contact our consultant (Coffman Associates, David Fitz at (816) 524-3500).

Thank You,

James C. Pierce, JR., P.E.
Assistant Public Works Director
16801 Westgrove Drive
P.O Box 9010
Addison, TX75001-9010

Kaiser Rangwala
Planning Director
City of Farmers Branch
P.O. Box 819010
Farmers Branch, TX 75381

November 30, 2001

Mr. Rangwala,

We are conducting a F.A.R. Part 150, Noise Compatibility Update for the Addison Airport. We are writing to request your permission to utilize the Geographic Information, from the North Central Texas Council of Governments GIS System, within the area highlighted on the map for your jurisdiction. This information will be utilized for the production of exhibits and help in our analysis of your community. The type of information that we are requesting, is as follows:

- 1) Streets, Interstates, Railroads
- 2) Parcels
- 3) Existing Land Use by Parcel
- 4) Comprehensive Land Use/Planned Land Use by Parcel
- 5) Zoning by Parcel
- 6) Hydrography
- 7) Flood plains
- 8) Municipal Boundaries
- 9) Planning Boundaries
- 10) Section Lines
- 11) Historic Landmarks
- 12) Building Footprints
- 13) Topographic Contours
- 14) Noise Sensitive Land Uses (Schools, Places of Worship, Hospitals, Retirement Facilities, Museums, Libraries, Community Centers, Theaters, Stadiums, Child Care Facilities, etc.)
- 15) All associated Databases
- 16) Associated Aerial Photo Imagery
- 17) List of information, by layer, for each of the databases

If you have any questions, I can be reached at (972) 450-2879 or you can contact our consultant (Coffman Associates, David Fitz at (816) 524-3500).

Thank You,

James C. Pierce, JR., P.E.
Assistant Public Works Director
16801 Westgrove Drive
P.O. Box 9010
Addison, TX 75001-9010

John Webb
Planning Director
City of Carrollton
P.O Box 110535
Carrollton, TX 75011

November 30, 2001

Mr. Webb,

We are conducting a F.A.R. Part 150, Noise Compatibility Update for the Addison Airport. We are writing to request your permission to utilize the Geographic Information, from the North Central Texas Council of Governments GIS System, within the area highlighted on the map for your jurisdiction. This information will be utilized for the production of exhibits and help in our analysis of your community. The type of information that we are requesting, is as follows:

- 1) Streets, Interstates, Railroads
- 2) Parcels
- 3) Existing Land Use by Parcel
- 4) Comprehensive Land Use/Planned Land Use by Parcel
- 5) Zoning by Parcel
- 6) Hydrography
- 7) Flood plains
- 8) Municipal Boundaries
- 9) Planning Boundaries
- 10) Section Lines
- 11) Historic Landmarks
- 12) Building Footprints
- 13) Topographic Contours
- 14) Noise Sensitive Land Uses (Schools, Places of Worship, Hospitals, Retirement Facilities, Museums, Libraries, Community Centers, Theaters, Stadiums, Child Care Facilities, etc.)
- 15) All associated Databases
- 16) Associated Aerial Photo Imagery
- 17) List of information, by layer, for each of the databases

If you have any questions, I can be reached at (972) 450-2879 or you can contact our consultant (Coffman Associates, David Fitz at (816) 524-3500).

Thank You,

James C. Pierce, JR., P.E.
Assistant Public Works Director
16801 Westgrove Drive
P.O Box 9010
Addison, TX 75001-9010

Sherell Cockrell
Planning Department Director
City of Dallas
1500 Marilla, 5DN
Dallas, TX 75201

November 30, 2001

Mrs. Cockrell,

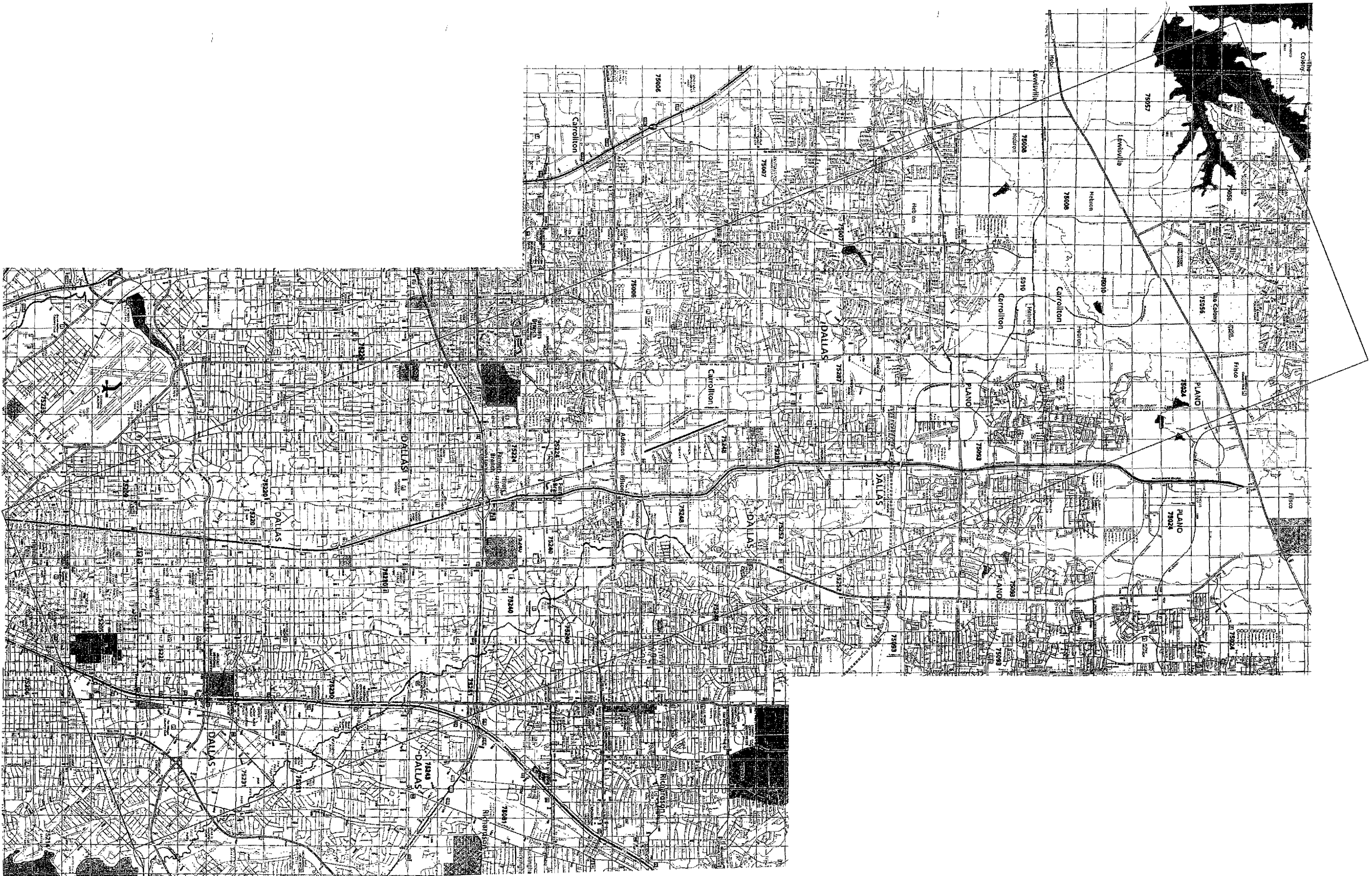
We are conducting a F.A.R. Part 150, Noise Compatibility Update for the Addison Airport. We are writing to request your permission to utilize the Geographic Information, from the North Central Texas Council of Governments GIS System, within the area highlighted on the map for your jurisdiction. This information will be utilized for the production of exhibits and help in our analysis of your community. The type of information that we are requesting, is as follows:

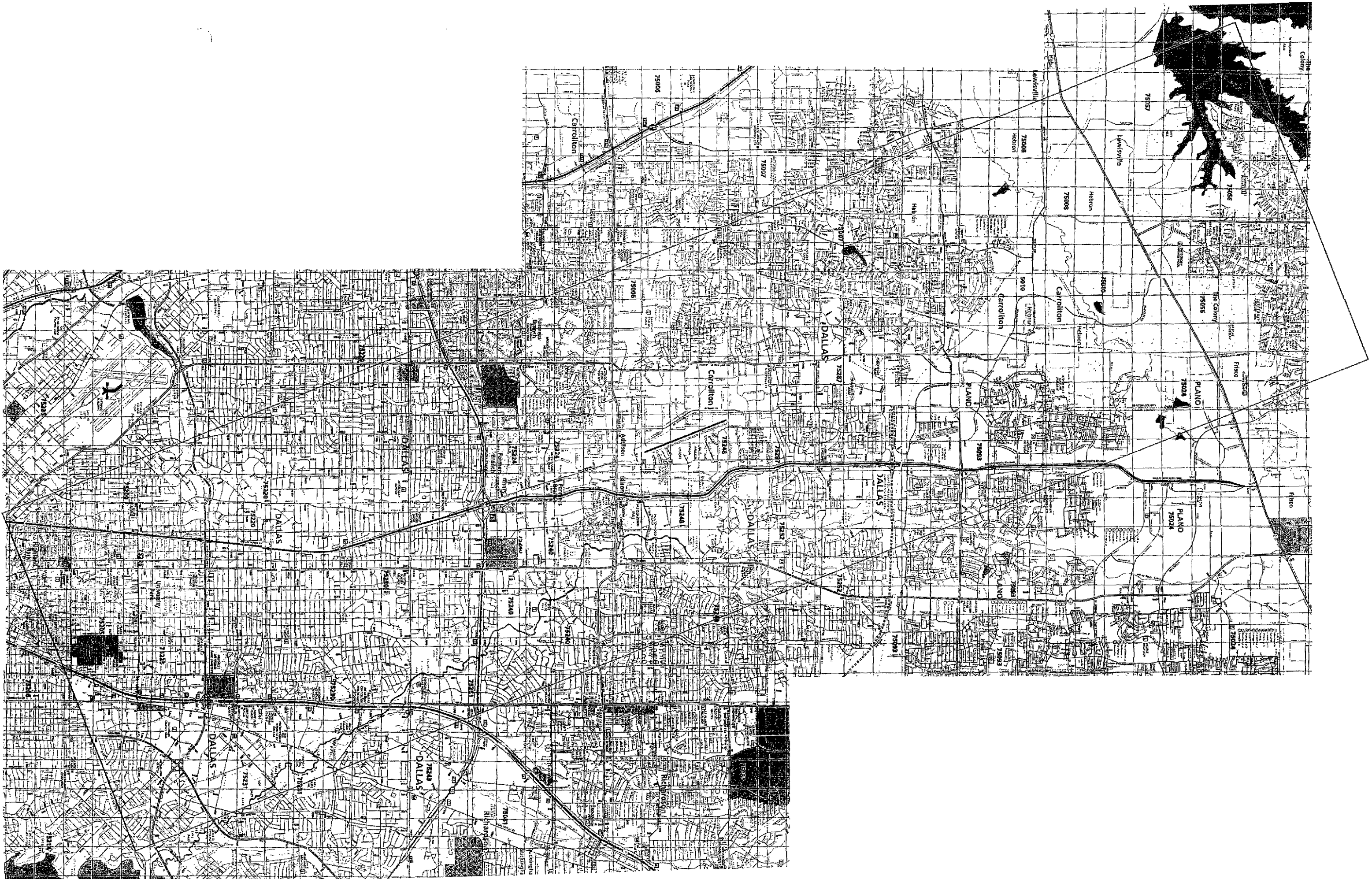
- 1) Streets, Interstates, Railroads
- 2) Parcels
- 3) Existing Land Use by Parcel
- 4) Comprehensive Land Use/Planned Land Use by Parcel
- 5) Zoning by Parcel
- 6) Hydrography
- 7) Flood plains
- 8) Municipal Boundaries
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- 12) Building Footprints
- 13) Topographic Contours
- 14) Noise Sensitive Land Uses (Schools, Places of Worship, Hospitals, Retirement Facilities, Museums, Libraries, Community Centers, Theaters, Stadiums, Child Care Facilities, etc.)
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- 16) Associated Aerial Photo Imagery
- 17) List of information, by layer, for each of the databases

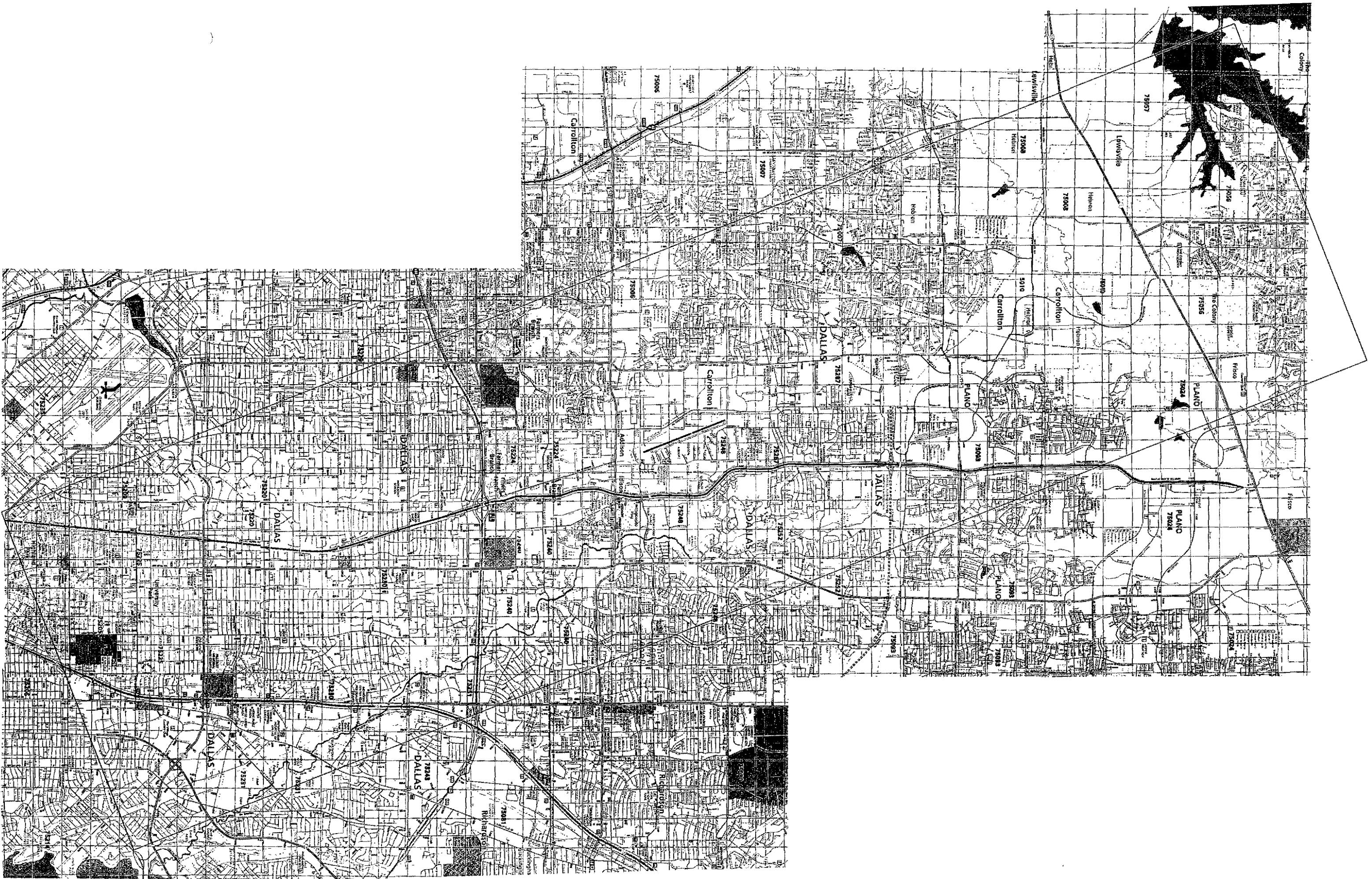
If you have any questions, I can be reached at (972) 450-2879 or you can contact our consultant (Coffman Associates, David Fitz at (816) 524-3500).

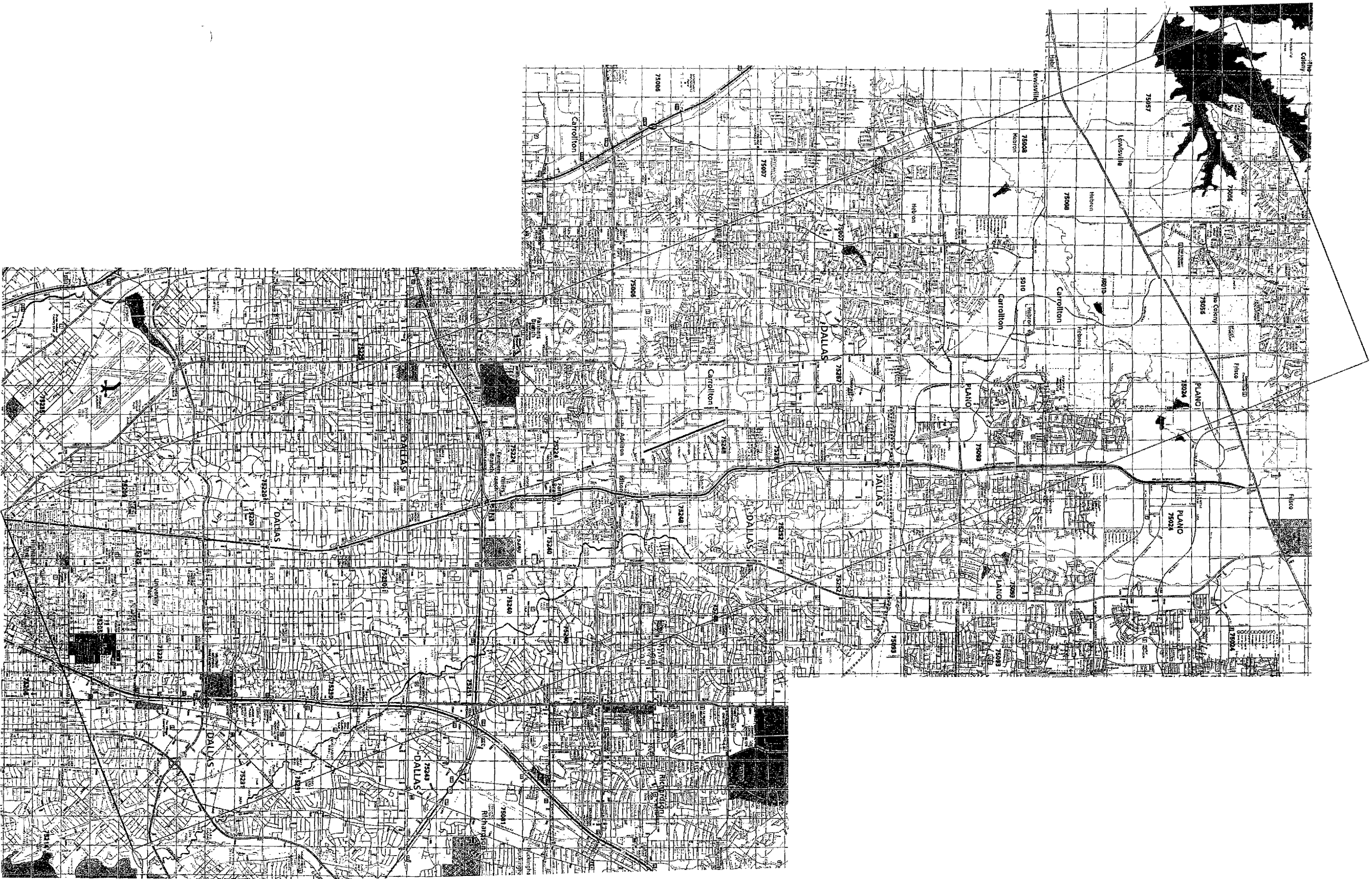
Thank You,

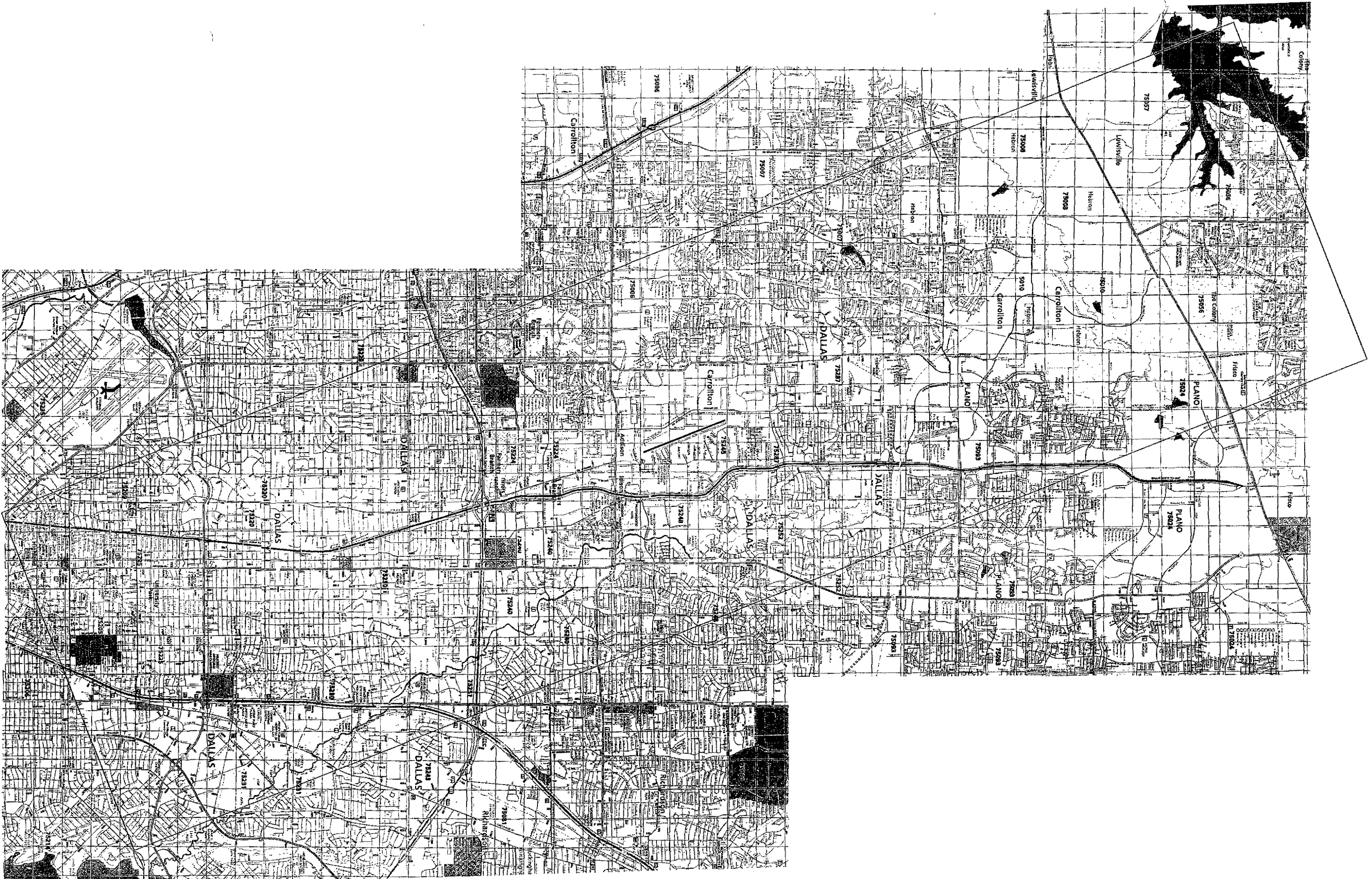
James C. Pierce, JR., P.E.
Assistant Public Works Director
16801 Westgrove Drive
P.O Box 9010
Addison, TX 75001-9010

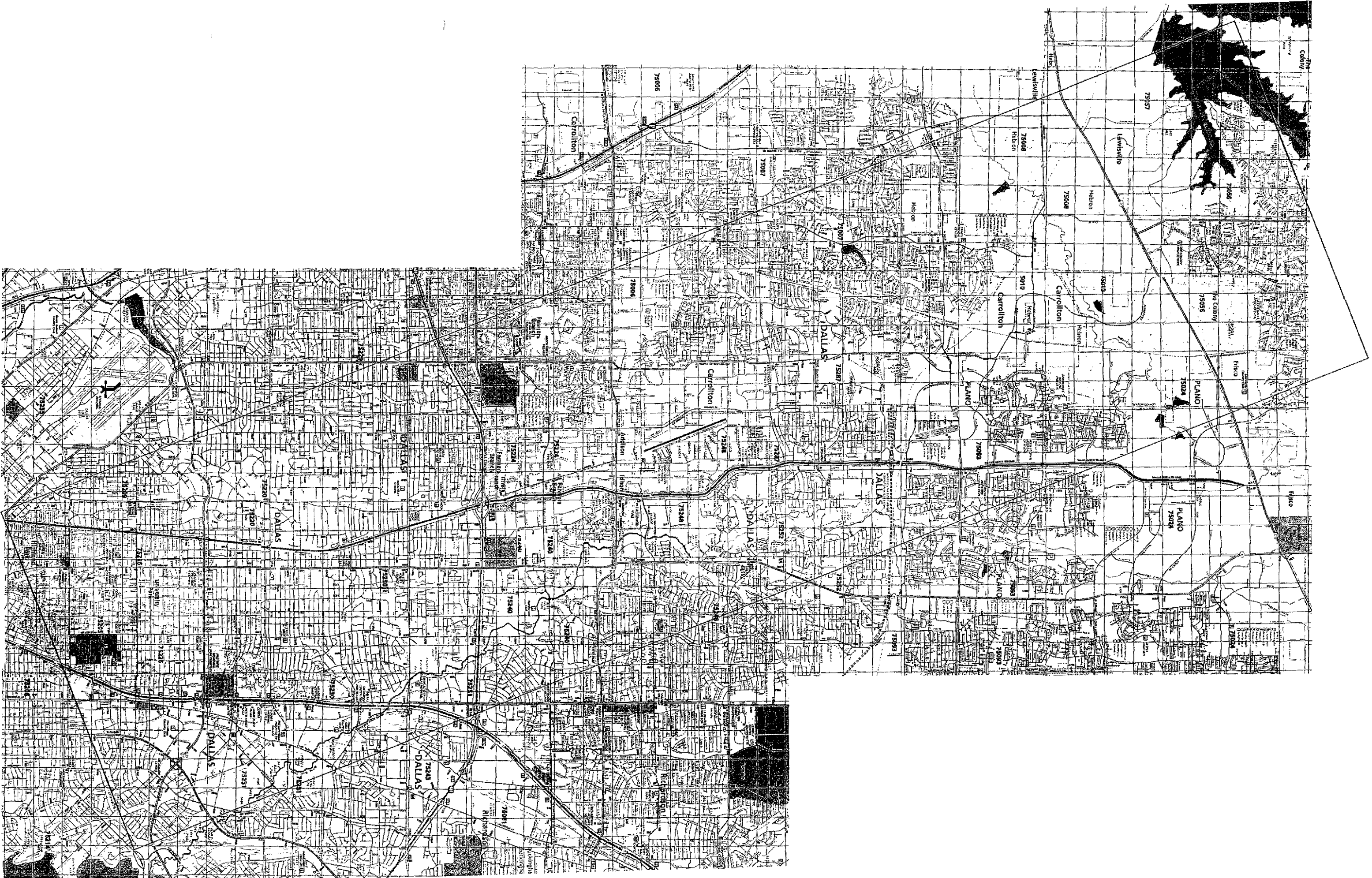


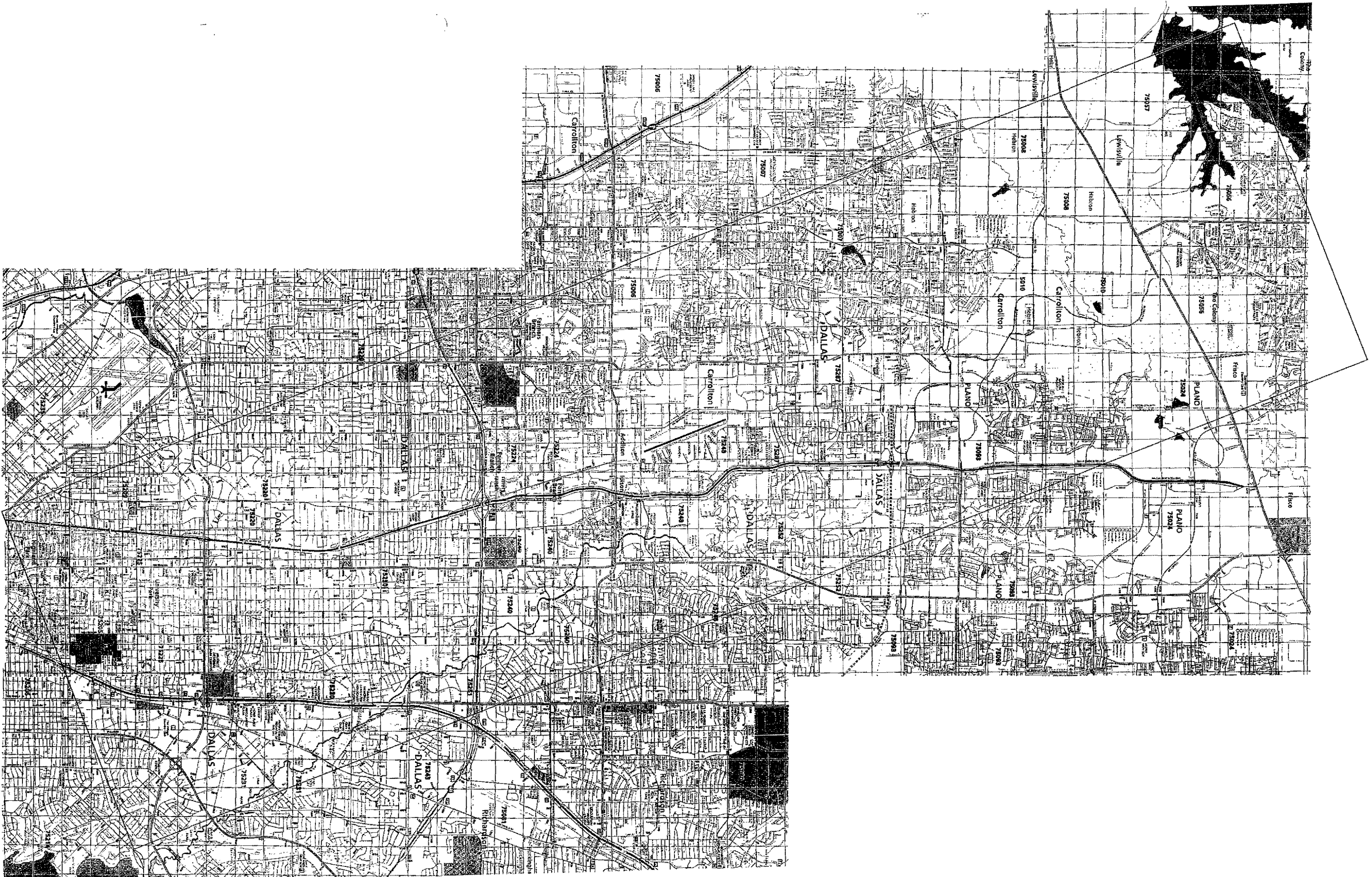


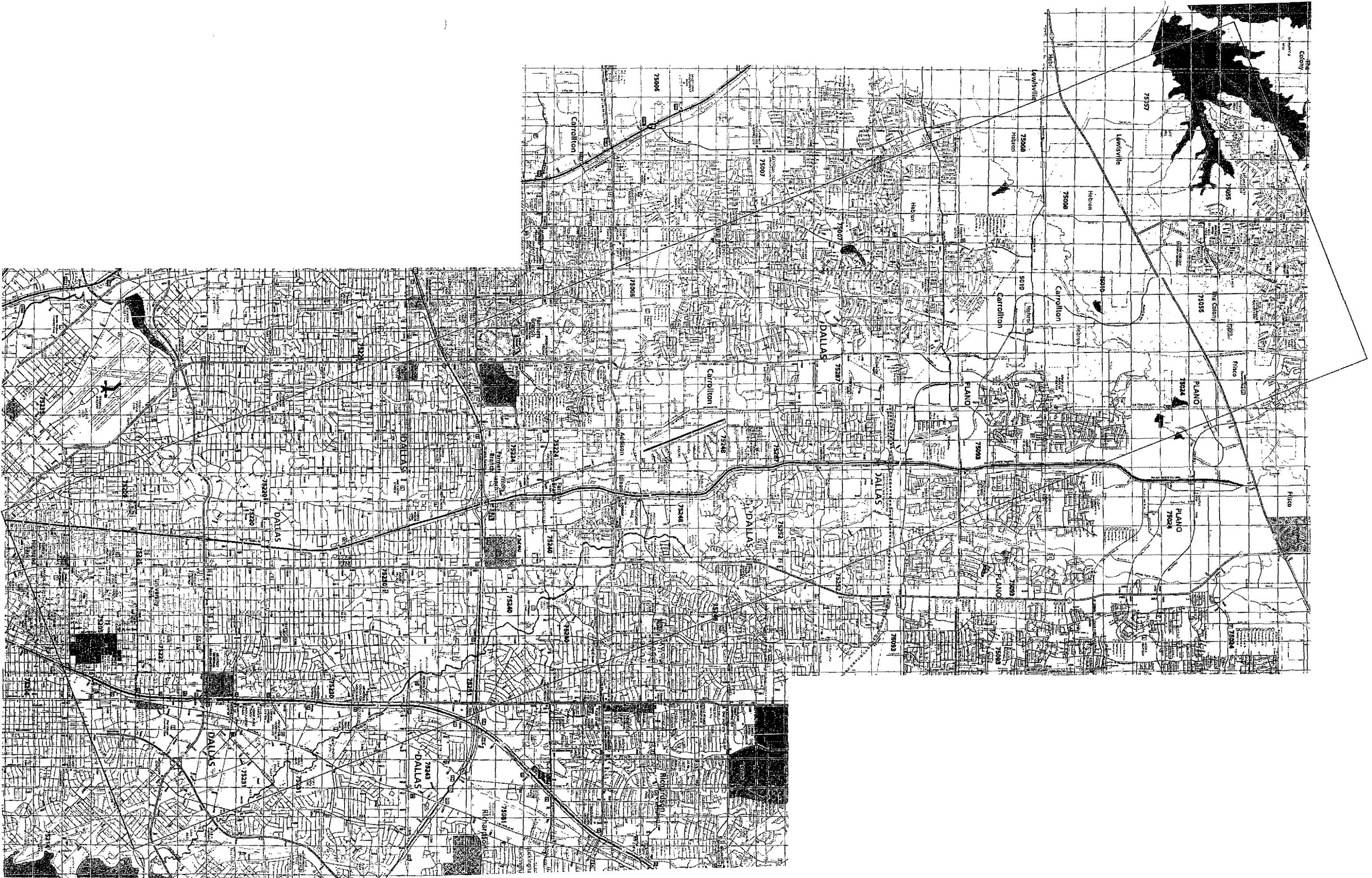


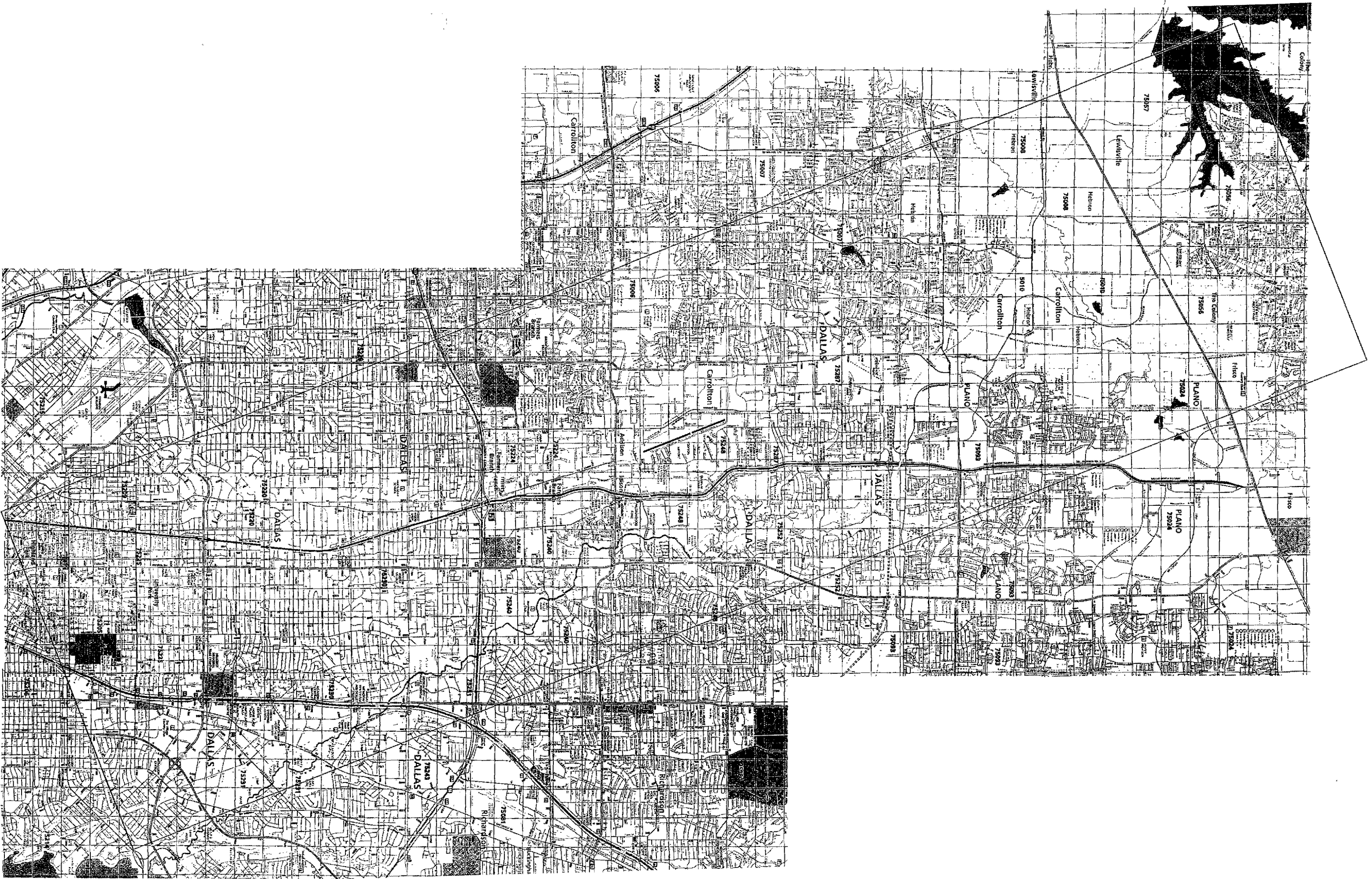












HP LaserJet 3200se



TDALASERJET 3200
9724502837
NOV-20-2001 12:16PM

Fax Call Report

Job	Date	Time	Type	Identification	Duration	Pages	Result
130	11/20/2001	12:14:31PM	Send	918176404428	1:49	2	OK

TOWN OF
ADDISON

PUBLIC WORKS

To: John Hunt

From: Jim Pierce, P.E.

Company: COG

Asst. Public Wks. Dir.

Phone: 972/450-2879

FAX: 972/450-2837

FAX #: 817-640-4428

jpierce@ci.addison.tx.us

Date: 11-20-01

1611 Westgro.

P.O. Box 9010

Addison, TX 75001-9010

of pages (including cover): 2

Re: Addison Airport Part 150 Noise Study

Original in mail Per your request FYI Call me

Comments: John: I have received the attached
request from our Council about the
noise study. The map that is attached
covers a large area (for big area)
but for example extends past Rt 121 on
the north and Loop 12 to the south.

Please advise if you have any data or
part of it, and how you would
to this request.

Thanks,

John

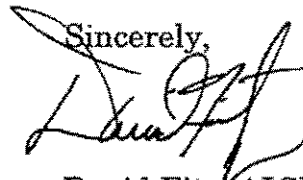
November 15, 2001

Federal Aviation Administration
Southwest Region
Attn: Ms. Nancy Reilly, ASW-40C
Fort Worth, TX 76193-0040

Dear Ms. Reilly:

Coffman Associates has been hired by the City of Addison to prepare an F.A.R. Part 150 Noise Compatibility Study Update for Addison Airport. We have initiated coordination with the Tower Manager, Mr. Alvin DeVane, to obtain Letters of Agreement and Tower Orders relevant to the development of the F.A.R. Part 150 Noise Compatibility Study Update. In order for Mr. DeVane to respond to our request, we understand that we require approval of a Freedom of Information Act (FOIA) request for the data. Please accept this letter as our FOIA request. We also understand that there may be expenses associated with this request and are willing to pay for reasonable expenses for this material.

Please call me if you have any questions about this request (800-892-7772). Thank you very much for your assistance.

Sincerely,

David Fitz, AICP
Associate

Enclosures: as stated

cc: Mr. DeVane, Addison Tower Manager
Mr. James C. Pierce, Town of Addison
Mr. Bruce Ehly, Texas Dept. of Trans.
Jim Harris, Coffman Associates, Phoenix

TOWN OF

ADDISON

PUBLIC WORKS

To: John Hunt

From: Jim Pierce, P.E.

Company: COB

Asst. Public Wks. Dir.

Phone: 972/450-2879

FAX: 972/450-2837

jpierce@ci.addison.tx.us

FAX #: 817-640-4428

Date: 11-20-01

16801 Westgrove

P.O.Box 9010

Addison, TX 75001-9010

of pages (including cover): 2

Re: Addison Airport Part 150 Noise Study

Original in mail

Per your request

FYI

Call me

Comments: John: I have received the attached request from our consultant on the noise study. The map that was attached covers a large area (too big to fax a copy) but for example extends past Rt 121 on the north and Loop 12 to the south.

Please advise if you have the data, or part of it, and how we can respond to this request.

Thanks,

Jim

Coffman

Associates

Airport Consultants

www.coffmanassociates.com

November 7, 2001

Mr. James C. Pierce, Jr., P.E.
Assistant Public Works Director
Town of Addison
16801 Westgrove Drive
P.O. Box 9010
Addison, TX 75001-9010

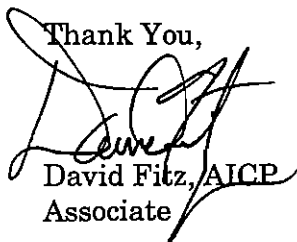
Dear Mr. Pierce:

We are writing to request Geographic Information from your North Central Texas Council of Governments GIS System. We would like the information in ARC/View format and the information that we will need, for the defined area on the attached map, is as follows:

- 1) Streets, Interstates, Railroads
- 2) Parcels
- 3) Existing Land Use by Parcel
- 4) Comprehensive Land Use/Planned Land Use by Parcel
- 5) Zoning by Parcel
- 6) Hydrography
- 7) Flood plains
- 8) Municipal Boundaries
- 9) Planning Boundaries
- 10) Section Lines
- 11) Historic Landmarks
- 12) Building Footprints (and elevation data)
- 13) Topographic Contours
- 14) Noise-Sensitive Land Uses (Schools, Places of Worship, Hospitals, Retirement Facilities, Museums, Libraries, Community Centers, Theaters, Stadiums, Child Care Facilities, etc.)
- 15) All associated Databases
- 16) Associated Aerial Photo Imagery
- 17) List of information, by layer, for each of the databases

If you have any questions, I can be reached at (816) 524-3500.

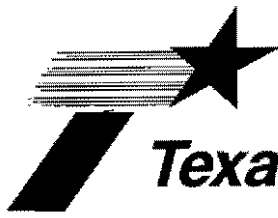
Thank You,



David Fitz, AICP
Associate

Kansas City • Phoenix

237 N.W. Blue Parkway, Suite 100, Lee's Summit, MO 64063
816-524-3500 • FAX 524-2575



Texas Department of Transportation

AVIATION DIVISION

125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • 512/416-4500 • FAX 512/416-4510

October 1, 2001

Ms. Jeanette Coffman
CEO, Coffman Associates
237 N.W. Blue Parkway
Suite 100
Lee's Summit, MO 64063

Dear Ms. Coffman:

You are hereby notified to commence work on Texas Department of Transportation, Aviation Division Project No. 0118ADDSN, FAR 150 Airport Noise Compatibility Planning Study, for the Town of Addison's Addison Airport, effective October 1, 2001.

The approximate time for completion of the project is thirteen months. This time may vary depending upon the amount of time needed for review at significant milestones during the course of the project.

Sincerely,

Bruce Ehly
Airport Planner

cc: Mr. Jim Pierce, Assistant Director of Public Works, Town of Addison

cc: Chris Terry
Mark Reeves

Jim Pierce

From: Jim Pierce
Sent: Tuesday, August 07, 2001 11:51 AM
To: Chris Terry
Cc: Mark Acevedo
Subject: RE: Airport Part 150 Study Agreement

We have \$32,000 approved, our 10%. Mark and I have interviews set up for our Airport Fuel Farm consultant selection Thursday PM so Friday at 2:30 would be best. Gotcha down. Jim.

-----Original Message-----

From: Chris Terry
Sent: Tuesday, August 07, 2001 9:02 AM
To: Jim Pierce
Cc: Mark Acevedo
Subject: RE: Airport Part 150 Study Agreement

How much money do we have approved to pay for this? I would like to visit with you and Mark about our process for this on Friday at 2:30 p.m. or Thursday at 2:00 p.m.

Thanks.

-----Original Message-----

From: Jim Pierce
Sent: Tuesday, August 07, 2001 8:45 AM
To: Mark Acevedo; Chris Terry
Cc: Michael Murphy
Subject: Airport Part 150 Study Agreement

Mark/Chris: After putting 2 copies in the Co. mail to Mark, I decided to read the agreement. Its pretty awesome. The fee is \$320,000 - that's one dimension. There are 59 separate tasks that we have review responsibilities for, and some tasks require more than that. I will send a separate copy to Chris, and I suggest one copy should go to Washington.

We will need to figure out how to divvy up this work. We will need Carmen's input, as well as Washington's.

Lets plan to get together after you all have had a chance to read this agreement.

Jim Pierce, P.E.
Assistant Public Works Director
PO Box 9010
Addison, TX 75001-9010
972-450-2879

*1st Meeting in Sept
Phase II*



Texas Department of Transportation

AVIATION DIVISION

125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • 512/416-4500 • FAX 512/416-4510

July 2, 2001

SECOND REQUEST

Mr. Jim Pierce, Asst. City Engineer
Town of Addison
16801 Westgrove Drive
Addison, Texas 75001

RE: TXDOT Project No: ADDISON 2
TXDOT CSJ No.: 0118ADDSN
Fund Source: 4002000006

Dear Mr. Pierce,

Attached is a copy of a letter sent to you requesting remittance of the sponsor's share of funds for this project. As of this date the funds have not been received. Please verify the status of this request and if the funds have not been forwarded, please remit to the following address by July 16, 2001:

Texas Department of Transportation
ATTN: Diana Ruiz
P.O. Box 5020
Austin, Texas 78763

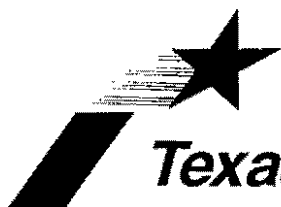
If you need additional information concerning the project costs, please feel free to contact me at 1-800-68-PILOT, extension 4521.

Very truly yours,


Sherry Lynn Huff
Grant Manager

CC: Diana Ruiz

7-11-01
Spoke to Sherry Huff
They have received
the \$ 32,000



Texas Department of Transportation

AVIATION DIVISION

125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • 512/416-4500 • FAX 512/416-4510

May 25, 2001

Mr. Jim Pierce
Asst. City Engineer, Town of Addison
16801 Westgrove Drive
Addison, Texas 75001

TxDOT CSJ No.: 0118ADDSN
Fund Source: 4002000006

Dear Mr. Pierce:

Enclosed are several documents that must be completed by the Town of Addison in order to initiate the airport development project for the Addison Municipal Airport. Please review the instructions in this transmittal letter for completing the documents **and return the documents not later than June 12, 2001**. We are most pleased to provide any assistance possible to help complete this project in a timely manner.

Enclosed are two copies of the Airport Project Participation Agreement (APPA) between the Town of Addison, as airport sponsor, and the Texas Department of Transportation, Aviation Division, as your agent for this project.

We request that you proceed as expeditiously as possible to execute the Agreement and complete the certifications. It will be necessary for your attorney to endorse your acceptance of the Agreement to assure that it has been accepted in accordance with local laws. Both copies of the Agreement should have original signatures for acceptance. Please return both copies of the fully signed Agreements to the Aviation Division. We will return an executed copy to you for your records.

Texas Department of Transportation - Aviation Division
125 E. 11th St.
Austin, Texas 78701-2483.

The sponsor's share of the negotiated planning project costs is \$32,000. Please remit payment to the address as follows by June 12, 2001:

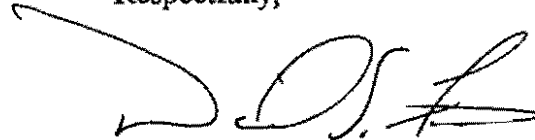
Texas Department of Transportation
P.O. Box 5020
Austin, Texas 78763.

Attn.: Diana Ruiz

Mr. Jim Pierce
May 25, 2001
Page Two

If you have questions concerning the enclosed documents, please contact **Allison Martin** at 1-800-687-4568. The Texas Department of Transportation looks forward to working with you on this important project for your community.

Respectfully,

A handwritten signature in black ink, appearing to read "D.S. Fulton", with a long horizontal stroke extending to the right.

David S. Fulton
Director

cc: Mr. Jay R. Nelson

am

CONSENT AGENDA

#2a - Approval of the Minutes for the May 22, 2001, Council Meeting.

#2b - Consideration of a Resolution authorizing the City Manager to enter into an agreement in an amount not to exceed \$111,620.30 with the FAA for installation of a remote transmitter in the Addison Airport Air Traffic Control Tower.

#2c - Consideration of a Resolution authorizing the City Manager to enter into an agreement in the estimated amount of \$21,250.00 with Texas Department of Transportation for an Automated Weather Observation System (AWOS) at the Addison Airport.

#2d - Approval of an increase in scope in the amount of \$16,212.00 for the update to the Federal Aviation Regulation Part 150 Noise Study at Addison Airport.

#2e - Approval of a Change Order and additional funding in an amount not to exceed \$20,000.00 to Freese and Nichols for an increase in scope of work for the Sanitary Sewer Investigation.

#2f - Approval of a Change Order in the amount of \$20,105.00 and authorization of a final payment in the amount of \$11,754.50 to Ed Wilson Inc. for miscellaneous pavement improvements on Midway Road and Quorum Drive.

#2g - Consideration of a Resolution authorizing the City Manager to enter into a contract in the amount of \$50,000 with Atlas Enterprises for the Addison Kaboom Town! Fireworks Show.

#2h - Approval of a host site sponsorship agreement in the amount of \$40,000.00 with Hand & Associates for Spikefest 2001.

TOWN OF ADDISON
PAYMENT AUTHORIZATION MEMO

Cut
6-21-01
mailed 26th

DATE: 6-13-01

Claim # _____

Check \$ 32,000.00

Vendor No. _____
 Vendor Name Texas Department of Transportation
 Address P.O. Box 5020
 Address Austin
 Address Texas
 Zip Code 78763

Attn: Diana Ruiz

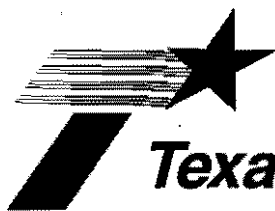
INVOICE # OR DESCRIPTION	FUND	DEPT	OBJ	PROJ	SAC	AMOUNT
	(00)	(000)	(00000)	(00000)	(000)	(\$000,000.00)
<u>Letter of May 25, '01</u>	<u>17</u>	<u>620</u>	<u>56570</u>			<u>32,000.00</u>

TOTAL \$32,000.00

EXPLANATION Town's (Sponsor's) share of negotiated costs for Addison Airport Part 150 Noise Study. Tx DOT Aviation Division letter of May 25, 2001 and Council Agenda Item 2.d are attached.

J. P. [Signature]
Authorized Signature

Finance



Texas Department of Transportation

AVIATION DIVISION

125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • 512/416-4500 • FAX 512/416-4510

May 25, 2001

Mr. Jim Pierce
Asst. City Engineer, Town of Addison
16801 Westgrove Drive
Addison, Texas 75001

TxDOT CSJ No.: 0118ADDSN
Fund Source: 4002000006

Dear Mr. Pierce:

Enclosed are several documents that must be completed by the Town of Addison in order to initiate the airport development project for the Addison Municipal Airport. Please review the instructions in this transmittal letter for completing the documents **and return the documents not later than June 12, 2001**. We are most pleased to provide any assistance possible to help complete this project in a timely manner.

Enclosed are two copies of the Airport Project Participation Agreement (APPA) between the Town of Addison, as airport sponsor, and the Texas Department of Transportation, Aviation Division, as your agent for this project.

We request that you proceed as expeditiously as possible to execute the Agreement and complete the certifications. It will be necessary for your attorney to endorse your acceptance of the Agreement to assure that it has been accepted in accordance with local laws. Both copies of the Agreement should have original signatures for acceptance. Please return both copies of the fully signed Agreements to the Aviation Division. We will return an executed copy to you for your records.

Texas Department of Transportation - Aviation Division
125 E. 11th St.
Austin, Texas 78701-2483.

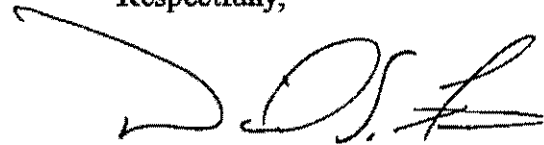
The sponsor's share of the negotiated planning project costs is \$32,000. Please remit payment to the address as follows by June 12, 2001:

Texas Department of Transportation Attn.: Diana Ruiz
P.O. Box 5020
Austin, Texas 78763.

Mr. Jim Pierce
May 25, 2001
Page Two

If you have questions concerning the enclosed documents, please contact **Allison Martin** at 1-800-687-4568. The Texas Department of Transportation looks forward to working with you on this important project for your community.

Respectfully,

A handwritten signature in black ink, appearing to read "D.S. Fulton". The signature is fluid and cursive, with a large initial "D" and "S" followed by "Fulton".

David S. Fulton
Director

cc: Mr. Jay R. Nelson

am

Council Agenda Item: 2d

SUMMARY:

This item is for the appropriation of additional funds for the Airport Part 150 Study

FINANCIAL IMPACT:

Budgeted Amount: None

Cost: \$32,000

A mid-year budget adjustment of \$32,000 will be required.

Funds are available from the Airport Fund.

BACKGROUND:

In October 2000, council approved \$15,788 as the Town's share of the cost of the Part 150 Study. This was based upon an estimate of the cost by TxDOT Aviation Division and was for a "basic" study. The scope of work has been increased to include an aerial survey, initiation brochure, draft working papers for FAA review, radar flight tracking data, pilots brochure, and use of our own public relations consultant, all of which makes for a better and more complete project. TxDOT has completed negotiations with our selected consultant and the costs are comparable to another project of similar scope, and should now be firm.

TxDOT advises that the Town's share (ten percent) of the negotiated cost for the Part 150 Study is \$32,000.

RECOMMENDATION:

Staff recommends approval of an additional \$16,212 for this project.

Approved by Council 6/12/01

Jim Pierce

From: Bruce Ehly [BEHLY@dot.state.tx.us]
Sent: Monday, April 09, 2001 8:34 AM
To: jpierce@ci.addison.tx.us
Subject: Re: Vacation Alert

Thanks for the info. Regarding the 150 noise study, I received the cost proposal from Coffman last week. The total cost will be \$321,390. I compared these costs with those of Georgetown (\$275,000) and the increase is due to the use of Liz Oliphant for public meeting, aerial surveying, initiation brochure, draft working papers for FAA review, radar flight tracking data, and pilot's brochure; all of which are not included in the Georgetown study. I will finalize the Professional Services Agreement with Coffman. When this is completed (hopefully by the end of May) we will send the Airport Project Participation Agreement to you for signature and ask for your 10% share. I still do not want the beging the noise study until the Airport Master Plan consultant selection is complete.

>>> <jpierce@ci.addison.tx.us> 04/09/01 08:17AM >>>
I will be on vacation April 14 thru April 28. If you need assistance, please contact Mike Murphy or Mark Acevedo. Thanks,

Jim Pierce, P.E.
Assistant Public Works Director
PO Box 9010
Addison, TX 75001-9010
972-450-2879

Telcom - Bruce Ehly

6-5-01

\$15,778 "Bogus" - based on 4 yr old
Bernard Dunk. Estimate

This was submitted to FAA -
afterward, Rick ^{Dunk} said it would cost twice that amt.

Went to TX DOT Trans Commission

asked for \$250K - Addison
157K Georgetown

TX DOT is
comparing our
study w

Georgetown

\$275,000 ← (actual cost)

} Switched
by
mistake

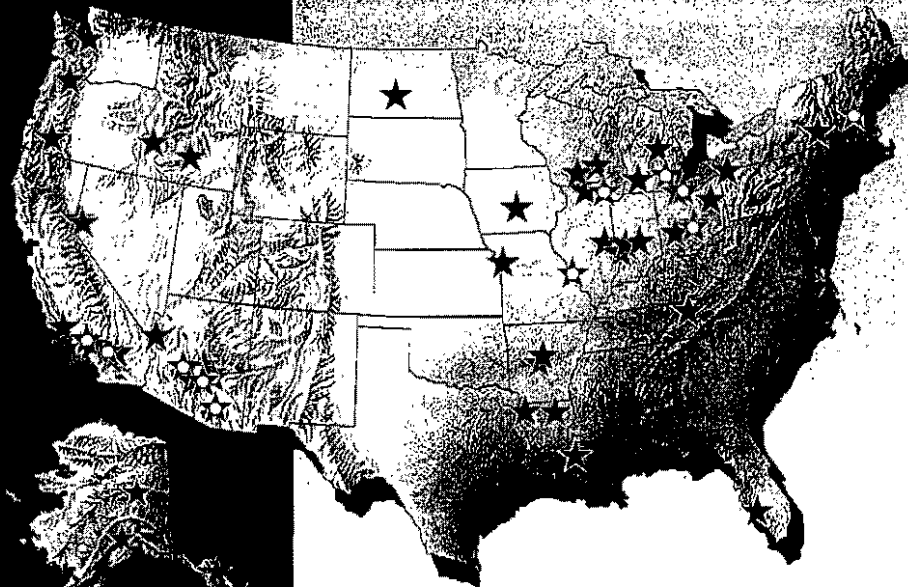
Addison - Broke down costs

Included extras we wanted

ⁿ
needed to be done

Therefore the cost presented

COFFMAN ASSOCIATES CAPABILITIES AND EXPERIENCE



LEGEND

- ★ Part 150 Studies
- ☆ General Aviation Part 150 Studies

F.A.R. PART 150 NOISE COMPATIBILITY STUDIES IN THE LAST 5 YEARS

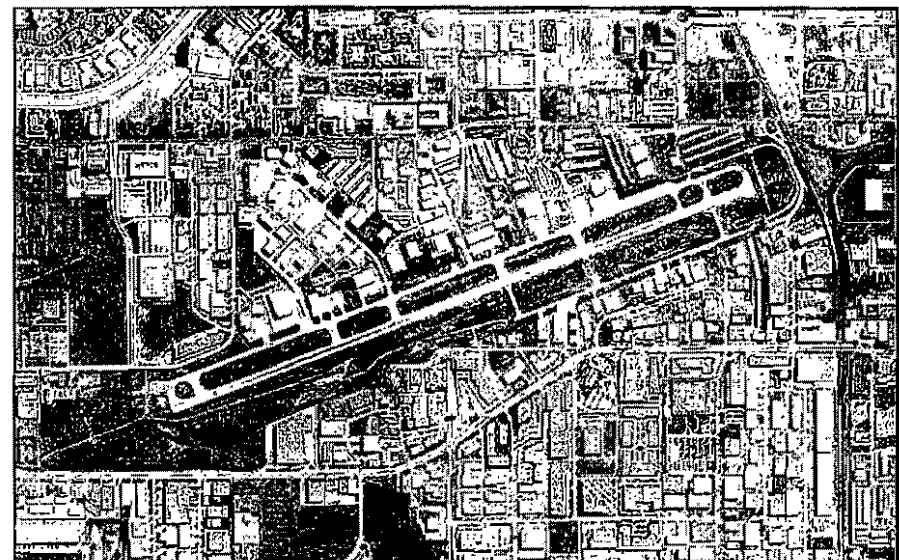
1. Terre Haute, IN
2. Albany, NY
3. Boise, ID
4. Knoxville, TN
5. Riverside, CA
6. Scottsdale, AZ
7. Bullhead City, AZ
8. Burbank, CA
9. Chandler, AZ
10. Oxnard, CA
11. Camarillo, CA
12. Phoenix, AZ

EARNING A REPUTATION FOR EXCELLENCE

- ▶ Professional Excellence
- ▶ Personal Service
- ▶ On-Time Performance
- ▶ Service Within Budget

AIRPORT PLANNING IS OUR ONLY BUSINESS

- ▶ More than 500 Planning Assignments
- ▶ Prepared 20% of all Part 150 Studies
- ▶ Experience with Major Metropolitan Reliever Airports
- ▶ Innovative Public Involvement Process
- ▶ Working Relationship with FAA and Texas D.O.T.
- ▶ Project Manager is Principal and Owner in Firm



The City Of
Addison

ADDISON AIRPORT (ADS)



Location:

N 32° 58.11', W 96° 50.19'

Airport is located 9 miles north of Dallas on Dallas Parkway.

Field Elevation:

644' Mean Sea Level

Pattern Altitude:

1,644' Mean Sea Level

Hours Attended:

May 1 to Oct. 31 6:00 a.m. to 12:00 p.m.
Nov. 1 to Apr. 30 6:00 a.m. to 10:00 p.m.

Runways:

15-35 7,202' x 100'

Radio

Communications:

CTAF	126.00
ATIS	133.40
UNICOM	122.95
APP/DEP Control	124.30
Tower	126.00
Ground Control	121.60
CLNC DEL	119.55
MAVIZRICK VOR/DME	113.10
ILS/DME	110.10

Instrument

Approaches:

Runway 15 - ILS, NDB or GPS
Runway 33 - ILS or GPS

Services Available:

Airport Manager (972) 392-4850

ADDISON AIRPORT

Addison Airport (ADS) is a primary reliever airport for Dallas-Fort Worth International Airport and is home base for approximately 750 based aircraft. These aircraft run the gamut from single-engine piston planes to sleek corporate jets. General aviation accounts for the majority of the airport's total aircraft operations (94 percent).

Since its inception, Addison Airport has set industry standards for safety, economy and convenience. Excellent aircraft maintenance repair operators, superior security, and an award-winning air traffic control staff have made Addison Airport the preferred choice among owners of private and corporate jets and jet fleets. Addison Airport is also strategically located north of Dallas, providing easy access to several primary business destinations, including Telecom Corridor, Las Colinas, and Legacy Drive.



CRITERIA FOR EVALUATING CONSULTANTS FOR AIRPORT PLANNING PROJECTS

The following criteria will generally be used in evaluating consultants submitting proposals; however, the Consultant Selection Committee may develop additional consultant evaluation criteria and point values, if desired. The Consultant Selection Committee should assign points to be used for the Consultant Rating Sheet if they do not use the suggested point values. The TxDOT Project Manager can assist the Selection Committee in interpreting the criteria and establishing point values for each criterion, if necessary.

Suggested Point Values and Selection Criteria

- | | | |
|------------------|----|--|
| <u>10</u> points | 1. | Capability to perform all of the services required for this project.
[Does the consultant have the necessary resources to perform all of the services required?] |
| <u>20</u> points | 2. | Recent experience, within the last five years, in the performance of airport planning projects comparable to the proposed project.
[Planning airport projects is different than planning streets or wastewater systems. Does the consultant have direct experience performing general aviation airport planning studies similar to those proposed for your location?] |
| <u>20</u> points | 3. | Reputation for personal and professional integrity, competence, timeliness, and quality of performance and work product.
[Does the consultant consistently meet contractual timetables? Has the work performed for other sponsors been satisfactory?] |
| <u>20</u> points | 4. | Professional qualifications of key personnel assigned to this project relevant to the work to be performed.
[Who are the professionals that will be working on this specific project on a daily basis? How does their experience with general aviation airport planning compare with other respondents?] |
| <u>10</u> points | 5. | Capability to meet the schedules and deadlines of this project.
[Does the proposed planning team have sufficient time to devote to your project in order to meet the schedule submitted in the proposal?] |
| <u>20</u> points | 6. | Evidence of a technical approach sufficient to address the requirements of this project.
[Does the consultant show an understanding of the particular requirements of this project? Is the consultant familiar with relevant planning guidance (ie) TxDOT-Aviation Division and FAA criteria?] |

TOTAL POINTS - 100

SPECIAL NOTE: Prior to choosing a consultant, TxDOT strongly encourages representatives of the selection committee to contact airports for which the short-listed consulting firms have completed similar projects. Inquire as to whether the consultant was responsive and timely. How was the quality of the work? And perhaps the most important question: Based on that project, would you, the airport sponsor, select the same firm again?

If requested, the Aviation Division will be pleased to supply the names of airports for which consultants have done previous work through the TxDOT airport improvement program. Contact your designated project manager at (800) 687-4568.

Jim Pierce

From: Randy Moravec
Sent: Monday, June 04, 2001 3:21 PM
To: Jim Pierce
Cc: Chris Terry; Michael Murphy
Subject: RE: Airport Part 150 Study Agenda Item

Jim,

Although the Council may have approved the \$15,788 expenditure in October, it still had not been included in the Airport fund budget that had been developed in September. So, while the Council's action may add to the amount previously authorized, we will still need a budget amendment for the full amount.

Randy

-----Original Message-----

From: Jim Pierce
Sent: Saturday, June 02, 2001 4:51 PM
To: Jim Pierce; Bill Shipp; Randy Moravec
Cc: Chris Terry; Michael Murphy
Subject: RE: Airport Part 150 Study Agenda Item

Revised memo - I added one more sentence under financial impact. Jim.

<< File: Council Agenda Item for add \$.doc >>

-----Original Message-----

From: Jim Pierce
Sent: Saturday, June 02, 2001 4:46 PM
To: Bill Shipp; Randy Moravec
Cc: Chris Terry; Michael Murphy
Subject: Airport Part 150 Study Agenda Item

Bill, Randy: Proposed consent agenda item for June 12th.

<< File: Council Agenda Item for add \$.doc >>

Jim Pierce, P.E.
Assistant Public Works Director
PO Box 9010
Addison, TX 75001-9010
972-450-2879

AIRPORT PLANNING PROJECTS ESTIMATED SCHEDULE

4-13-01

	'01							'01	'02									'02	'03	'03				
	M	J	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F		
PART 150 NOISE STUDY																								
STUDY				█	█	█	█	█	█	█	█	█	█	█	█									
FAA REVIEW																█	█	█	█	█	█			
FINAL REPORT																						█	█	
MASTER PLAN UPDATE																								
Adv. for, Select Consultant		█	█																					
Negotiate Contract				█																				
Master Plan Work				█	█	█	█	█	█	█	█	█	█	█	█	█								
Hearings, Town Comments																	█							
Final Report																		█						
Airport Development Plan																								
Adv. for, Select Consultant	█	█																						
Negotiate Contract			█																					
Dev. Plan Work				█	█	█	█	█	█	█	█	█	█	█	█									
Hearings, Town Comments																█	█							
Final Report																						█		

Jim Pierce

To: Chris Terry
Cc: Michael Murphy; Mark Acevedo; David Pearce (E-mail)
Subject: Part 150 Noise Study

Message from Bruce Ehly FYI. I believe the last sentence should read
...do not want to begin the noise study... Jim.

-----Original Message-----

From: Bruce Ehly [mailto:BEHLY@dot.state.tx.us]
Sent: Monday, April 09, 2001 8:34 AM
To: jpierce@ci.addison.tx.us
Subject: Re: Vacation Alert

Thanks for the info. Regarding the 150 noise study, I received the cost proposal from Coffman last week. The total cost will be \$321,390. I compared these costs with those of Georgetown (\$275,000) and the increase is due to the use of Liz Oliphant for public meeting, aerial surveying, initiation brochure, draft working papers for FAA review, radar flight tracking data, and pilot's brochure; all of which are not included in the Georgetown study. I will finalize the Professional Services Agreement with Coffman. When this is completed (hopefully by the end of May) we will send the Airport Project Participation Agreement to you for signature and ask for your 10% share. I still do not want the begining the noise study until the Airport Master Plan consultant selection is complete.

>>> <jpierce@ci.addison.tx.us> 04/09/01 08:17AM >>>
I will be on vacation April 14 thru April 28. If you need assistance, please contact Mike Murphy or Mark Acevedo. Thanks,

Jim Pierce, P.E.
Assistant Public Works Director
PO Box 9010
Addison, TX 75001-9010
972-450-2879

Liz Oliphant

and associates, inc.
PUBLIC RELATIONS • ADVERTISING

March 6, 2001

Mr. Jim Harris, P.F.
Coffman Associates
11022 N. 28th Drive # 240
Phoenix, AZ 85029

Dear Jim,

I've reviewed the Part 150 study proposal for Addison Airport and tried to analyze the amount of time needed to communicate with the various constituencies that will be part of the study.

Your scope of services proposal has been invaluable in this process as it highlights numerous documents that will be prepared and various meetings and other activities that need to take place. These include city council briefings (at least two), public advisory committee meetings to be followed by public workshops (probably four of each), the aviation technical conference, a visit to DFW Tracon, the land use management technical conference, review and editing all documents, several news releases and the preparation, advertising and execution of one public hearing.

Assuming that the final scope of services agreement does not deviate drastically from your proposal, my estimate for a professional services fee for the above activities would be \$25,000. Since I'm not sure how these agreements are structured, we need to discuss how this would be billed during the life of the contract. It would be my preference to bill on an hourly basis each month. Should there be substantial additions to the scope of services, we could need some fee adjustment.

You'll find enclosed some of the materials I've mentioned to you previously which you may find helpful. Look forward to hearing from you...

Cordially,

Liz Oliphant, APR

cc: Chris Terry
Mark Acevedo

Date:	# Of Pages	QUICK FAX OfficeMax	
TO: JIM PIERCE +		From: LIZ	
Co./Dept: MARK ACEVEDO		Co./Dept:	

AGENDA

Part 150 Kick Off Meeting
February 8, 2001

Introductions: Ron Whitehead
Chris Terry
Michael Murphy
Mark Acevedo
Dave Pearce
Bruce Ehly
Jim Harris
Liz Oliphant
Jim Pierce

Nan Terry FAA
Env. Person
817-222-5607

Introductory Remarks – Ron Whitehead

Next Steps – Bruce Ehly

Scope of Work

Town Input

Schedule

Next Meeting

Ron:

Airport 40 years — few noise complaints, last year 1/2
there have been concerns — turn-outs
concerns — Addison Circle — could be impacted by noise
contours. Oaks North complaints. Don't want to
be restrictive. ~~Part 150~~

Nan: Part 150 is not the vehicle to restrict (Part 161 is).

(Federal Set-aside)
AIA 21 money avail for noise related activities (land, abatement
in structures — must compete on a national level
FAA will not approve any specific measures

Next Step - Jim H. develops a scope of work
(5% goal of DBE)
Submits Scope to Bruce -
Negotiation - Contract Signed
May - should have a contract.
We will need to submit our 10% money
TX DOT will request the money.

Dave P. Study is a positive - "Peaceful co-existence"
Take-offs can't bust class B airspace
At Tyson - our new FAA Contact (replaces Compton)
RCO - a way to ask for clearance when
tower is closed. TRACON - Radar Control
Allows someone to go thru class B airspace
Project on hold because of confusion within
FAA. A phone line is needed. A Memo of
Agreement is needed. Between City & FAA. At
Tyson will prepare. This will help with
noise issues! We have 83% itinerant
traffic.

Scope &

Pilot's Guide ✓
Pre Study Brochure ✓
Ask Surrounding Communities to
be on Planning Advisory Committee
One committee. Invited by City Mgr & Keon
20± a good number. Include TRACON,
Tower Chief MBAA, Alphabet Groups,
Coffman manages & leads.

Non will check?

Were our master plan forecasts approved?
Are we comfortable with it.

Master Plan is not approved by FAA. Only the
Forecasts are approved by FAA

*
*

Should we update our master plan now?

Chris will decide on this -
Carmen needs to be involved

Do we want to go lower than 65 db?

Stage II aircraft are the noisy ones.

45-55 db are tolerable noise levels - but its very subjective

Noise monitoring - Measure in field

GIS availability - COG has this - John Hunt

Karen Robertson DFW has Flight Trade Data.

Coord Noise monitoring with Tracking data.

Plan 4 meetings with Planning Advisory Comm.

4 public workshops

Team Approval Process ??

Approve Documents to Forward to FAA

Signed off by a Town Rep. Who?

Council Briefing Prior

Resolution to allow CM to sign

1 Public Hearing req'd. There will be coord. hearings.

Basic Schedule 1 year.

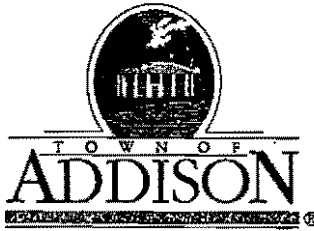
Council will act on a DRAFT Document

Then it goes to FAA for comments. Their

(60 day)

comments go in, then the 180 day
calendar starts.

Total schedule about 20 months.
Jim Harris will be the P.M.



MEMORANDUM

TO: F-150 ENGINEERING EVALUATION COMMITTEE
Chris Terry, Jim Pierce, Steve Chutchian, Mark Acevedo,
David Pearce-Airport Director

FROM: Mike Murphy

SUBJECT: ENGINEER INTERVIEWS

DATE: 19 December 2000

We have completed preliminary evaluations with the following results:

1. URS - 91 Points
2. Shimek - 91 Points
3. Coffman - 88 Points
4. Banard-Dunkelberg - 87 Points
5. HNTB - 83 Points

I have turned these results over to Bruce Ehly with TxDot Aviation Division and have requested that he set up interviews with the top four firms.


Therefore, according to our suggested schedule for consultant selection, we are targeting Friday, January 12, 2001, for interviews.

Please advise Sue Ellen or the undersigned if this date does not work out for you.

Thank you.

Michael E. Murphy

MM:sef

	<u>COFFMAN</u>	<u>B&D</u>	<u>HNTB</u>	<u>SHIMEX</u>	<u>URS</u>
MURPHY	88	94	86	91	90
PIERCE	86	66	75	76	83
CHUTCHMAN	86	82	78	98	99
ACEVADO	99	98	88	99	94
TERRY	<u>82</u>	<u>97</u>	<u>89</u>	<u>90</u>	<u>89</u>
	88	87	83	91	91
	2	3	4		
					1

Use to rate all submissions (Work Sheet) Jyp

CONSULTANT TALLY SHEET

SPONSOR City of Addison

PROJECT #0115ADDSN

CRITERIA	POINTS	Barnard - Bucher, Willie & Ratliff Corp.	Coffman Associates, Inc.	HNTB	Shimek, Jacobs, & Finklea, LLP	URS Greiner Woodward Clyde
1. Capability to perform all services required for this project.	10	4	8	5	6	7
2. Recent experience.*	20	7	14	10	10	11
3. Reputation, quality of performance & work product.	20			** 15		
4. Professional qualifications.	20	8	20	10	10	15
5. Capability to meet deadlines.	10			** 15		
6. Evidence of technical approach sufficient to address requirements of this project.	20	20	20	20	20	20
Proj Mgr 150 Experience	5	5	5	2	0	5
All Subs 150 Experience	5	0	5	0	0	5
TOTAL						

* 1 point for each study in last 5 years (when dates available)

** Deducted 5 points because references did not have any knowledge of HNTB's Part 150 work.

Reference check for HNTB Part 150 Study

	<u>Bergstrom</u> DFW	Sartain	<u>James Crites</u>
① Reputation Quality of work work Product	Very Good work. Has acquired more talent deep resources	Very Good	Very Good
② Part 150 Study?	(Greener Did Part 150)	Not airfield related work	Used Greener
③ Capability to meet Deadlines	yes	yes -	yes - St. Petersburg DFW
④ Would you hire them Again?	<u>yes</u>	yes	yes

Harris Miller Speer designs in 150's
Can Do implementation

Legend noise

URS - Gene Faulkner #1 ENR airports Dale Applegate
? Hicks #6 - Austin Showed Org chart
Know Dave Pearson
Integrated Noise model 65 DNL 19 month schedule

^{Bob} Bernard D Long time client Planners
Tessa Subs have worked together - Did last part 150
Immigration
Ron Reeves

Coffman 30 people Special Awards Graphics Capabilities
Experian Tech Concepts provide FAA ✓ L5t guidance
Executive Summary

Who is PM? / 150 etp
Team work together
Subs Location / 150 etp.

Radar Flight Tracks
noise proof a home

12-8-00

Jim Pierce

To: Chris Terry; Michael Murphy; Mark Acevedo; Steve Chutchian
Cc: Jim Pierce
Subject: Airport Part 150 Study-References

A reminder that your scores for the 5 submittals are due to Mike Murphy on December 14.

In order to divide up some of the work of reviewing the submittals I'm suggesting each one of us check the references of one submittal as follows:

Chris Terry: Coffman Associates
Mike Murphy: Barnard Dunkelberg
Jim Pierce: HNTB
Mark Acevedo: Shimek, Jacobs & Finklea
S. Chutchian: URS

From the reference check, try to get enough info for the score needed on the Consultant Tally Sheet:

- 3. Reputation, quality of performance, & work product
- 5. Capability to meet deadlines

The score you assign will be used by each one of us for that consultant. OK?

Jim Pierce, P.E.
Assistant Public Works Director
PO Box 9010
Addison, TX 75001-9010
972-450-2879

Jim Pierce

From: Jim Pierce
Sent: Friday, November 17, 2000 9:04 AM
To: Chris Terry; Michael Murphy; Mark Acevedo; Steve Chutchian
Subject: Part 150 Noise Study Consultant Selection

You all should have a copy of the submittals from the 5 consultants that responded to the RFQ. Please review the submittals in light of the Criteria for Evaluating...(point system) and fill out the **Consultant Talley Sheet**. Then, transfer the scores over to the **Consultant Rating Sheet** (this sheet looks similar but allows us to use a different point allocation if we want to). All this needs to be sent to Bruce Ehly by Dec. 15. So please return your scores to Mike on Dec. 14. Interviews have been scheduled for **January 12, 2001**, 9AM to 3PM. I tried to put the interview date on y'all's calendar but it came up "no info available", maybe because its into year 2001. I would be interested to know if the Jan 12, 2001 date made it on your calendar

Jim Pierce, P.E.
Assistant Public Works Director
PO Box 9010
Addison, TX 75001-9010
972-450-2879

HP LaserJet 3100
Printer/Fax/Copier/Scanner

SEND CONFIRMATION REPORT for
TOWN OF ADDISON
9724502837
Nov-20-00 3:07PM

Job	Start Time	Usage	Phone Number or ID	Type	Pages	Mode	Status
806	11/20 3:06PM	0'39"	512 416 4510	Send.....	2/ 2	EC 96	Completed.....

Total 0'39" Pages Sent: 2 Pages Printed: 0

TOWN OF
ADDISON

PUBLIC WORKS

To: Bruce Ehly
Company: TxDot Aviation
FAX #: 1-512-416-4510

From: Jim Pierce, P.E.
Asst. Public Wks. Dir.
Phone: 972/450-2879
FAX: 972/450-2837
jpierce@ci.addison.tx.us

Date: 11-20-00

16801 Westgrove
P.O.Box 9010
Addison, TX 75001-9010

of pages (including cover): 2

Re: Designation of Sponsor's Consultant Selection Committee

Original in mail Per your request FYI Call me

Comments: Adding Steve Chutehian to the list

Jim

**DESIGNATION OF SPONSOR'S
CONSULTANT SELECTION COMMITTEE**

Addison Airport
TxDOT No.: 0118ADDSN

I, Ron Whitehead, City Manager
(Name) (Title)

with the Town of Addison designate the following named individuals as the Consultant Selection committee, for the Noise Study Project.

Name

Title (if appropriate):

<u>Chris Terry</u>	<u>Assistant City Manager</u>
<u>Mike Murphy</u>	<u>Director of Public Works</u>
<u>Jim Pierce</u>	<u>Assistant Public Works Director</u>
<u>Mark Acevedo</u>	<u>Building & Fleet Manager</u>
<u>Steve Chutchian</u>	<u>Assistant City Engineer</u> RAW

Town of Addison, Texas
(Sponsor)

By: Ron Whitehead

Title: City Manager

Date: 11-6-00

Chris
Mike

Jim Pierce

From: Tex_Schmidt@urscorp.com
Sent: Thursday, October 12, 2000 4:28 PM
To: jpierce@cl.addison.tx.us
Subject: Airport Noise Compatibility Program - Simpler Explanation

Mark
Steve

----- Forwarded by Tex Schmidt/FtWorth/URSCorp on 10/12/00 04:31 PM

Part 150 Background
& Scope for your
info.
JSP.

Date: Tex
Schmidt/FtWorth/URSCorp@URSCORP
Applegate
cc:
Subject: Airport Noise
Compatibility Program - Simpler
10/12/00
Explanation
03:46 PM

Tex,
Forward this to Jim at Addison, it should help him out in understanding the FAR Part 150 Program.

AIRPORT NOISE COMPATIBILITY PLANNING PROGRAM

Background

The Airport Noise Compatibility Planning Program is described in Federal Aviation Regulations (FAR) Part 150 (14 CFR Part 150). Established under the Aviation Safety and Noise Abatement Act of 1979 (49 U.S.C. 47501 through 47509, hereinafter referred to as the ASNA). Part 150 allows airport operators to submit noise exposure maps (NEMs) and a noise compatibility program (NCP) to the FAA voluntarily. As provided by the ASNA, an NCP sets forth the measures that an airport operator has taken or is proposing for reducing existing noncompatible land uses and for preventing additional noncompatible land uses on and around the airport, as depicted on NEMs.

The ASNA embodies strong concepts of local initiative and flexibility. Submitting NEMs and an NCP is left to the discretion of local airport operators. Airport operators may also choose to submit NEMs only without preparing and submitting an NCP. The types of measures that airport operators may include in a noise compatibility program are not limited by the ASNA, allowing airport operators substantial latitude to submit a

broad array of measures--including innovative measures--that respond to local needs and circumstances.

The criteria for approval or disapproval of measures submitted in a Part 150 NCP are set forth in the ASNA. The ASNA directs the Federal approval of an NCP, except for measures relating to flight procedures: (1) if the program measures do not create an undue burden on interstate or foreign commerce; (2) if the program measures are reasonably consistent with the goal of reducing existing noncompatible land uses and preventing the introduction of additional noncompatible land uses; and (3) if the program provides for its revision if necessitated by the submission of a revised noise exposure map. Failure to approve or disapprove an NCP within 180 days, except for measures relating to flight procedures, is deemed to be an approval under the ASNA. Finally, the ASNA sets forth broad eligibility criteria, consistent with the ASNA's overall deference to local initiative and flexibility. The FAA is authorized, but not obligated, to provide Federal funding via the Airport Improvement Program (AIP) to carry out measures in a noise compatibility program that are not disapproved by the FAA.

In establishing statutory basis for airport noise compatibility planning, the ASNA did not change the legal authority of state and local governments to control the uses of land within their jurisdictions. Public controls on the use of land are commonly exercised by zoning. Zoning is a power reserved to the states under the U.S. Constitution. It is an exercise of the police powers of the states that designates the uses permitted on each parcel of land. This power is usually delegated in state enabling legislation to local levels of government. Neither the FAA nor any other agency of the Federal government has zoning authority.

Many local land use control authorities (cities, counties, etc.) have adopted zoning ordinances or other controls to prevent noncompatible development (primarily residential) within the noise impact areas of airports. An airport's noise impact area, identified within noise contours on an NEM, may extend over a number of different local jurisdictions that individually control land uses. Airport operators may include measures in NCPs submitted under Part 150 to prevent the development of new noncompatible land uses through zoning and other controls under the authorities of appropriate local jurisdictions. However, implementation of those measures is the responsibility of the local units of government having land use control jurisdiction.

The FAR Part 150 Process

FAR Part 150 implemented ASNA provisions for airport noise compatibility

planning. The ASNA itself was a product of the great expansion of commercial air transportation that resulted from the introduction into passenger service of jet-powered civil transport aircraft in the early 1960's. The new airplanes made widespread air carrier service economically viable. They also generated complaints about aviation noise?complaints which increased as jet service expanded into new areas.

These complaints led to a two-front approach in attempts to reduce noise impact. The first grew from engine research involving both the Government and the aviation industry. Methods were developed to both measure and reduce aircraft noise. These efforts led to the aircraft noise certification standards in FAR Part 36.

The second front involves reducing the sensitivity of areas impacted by aviation noise through land use compatibility actions. These actions include direct land acquisition, acquisition of aviation easements, and promoting compatible land uses through zoning and related controls. This is the arena of Part 150.

The ASNA was the first Federal legislation specifically to address airport noise problems. It has a number of requirements, including:
Establishment of single systems for measuring aircraft noise and for determining noise exposure resulting from airports
Identification of land uses compatible with various levels of noise exposure
Establishment of a standard airport noise compatibility planning program

FAR Part 150 was adopted as an interim rule in January 1981. After 11 months of public comment and 4 years of practical experience, it was adopted as a final rule in January 1985. It:
Establishes the yearly day-night average sound level--abbreviated as DNL or Ldn--for measuring noise exposure
Sets up the Integrated Noise Model (INM) as the standard noise-modeling methodology
Provides for voluntary development of Noise Exposure Maps and Noise Compatibility Programs by airport operators

Part 150 Goals

The FAA has several goals in addition to minimizing aviation noise impacts that affect the Part 150 process. These are:
To maintain and maximize the capacity of the Nation's air transportation system
To ensure fair and equitable access to the Nation's airports
To minimize burdens on air commerce from whatever sources

Part 150 Tools

In accomplishing these goals, the FAA has a number of tools to work with.

These include:

- The certification standards in FAR Part 36, which define aircraft noise levels
- The FAR Part 150 Airport Noise Compatibility Planning Program, which identifies noise problems and seeks their solution
- The Airport Improvement Program (AIP), which provides Federal funding for noise reduction efforts
- Policy positions that seek compatibility without excessive costs on the aviation system

In the noise context, the Part 150 Program seeks to accommodate these goals primarily through Noise Compatibility Programs (NCPs) for airports.

Airport Noise Compatibility Planning

The basic purpose of airport noise compatibility planning is to assist airport operators in assessing noise impacts and developing a balanced response that:

- Mitigates noise impacts caused by aviation activities
- Protects the National Aviation System by resolving conflicts at local levels

There are three basic components to achieving a balanced solution to aviation noise problems through the Part 150 process. These are:

- Developing Noise Exposure Maps (NEMs) for existing & future conditions
- Developing an NCP to resolve noncompatibilities identified by the NEMs

Completing the NCP through:

- Implementation of the local actions by the local authorities responsible
- Use of Federal grant funds to assist with measures approved by the FAA
- Implementation of any agreed-upon operational changes at the airport

Noise Exposure Maps

The first step is for the airport operator to develop Noise Exposure Maps,

which have a number of requirements:

- Two maps must be developed, identifying both current conditions at the airport and noise impacts projected for five years into the future. The NEMs must be prepared through adequate consultation with the public, local governments, airport users, and the FAA.

Noise contours are developed using the INM with existing and future airport operations information.

Information about existing and future land uses comes from local sources.

These various information sources are used to identify and highlight

noncompatible areas on both NEMs.

Schools, hospitals, auditoriums, and other sensitive uses are labeled on the NEMs.

The ASNA requires identification of land use compatibility in dealing with noise around airports. Land use compatibility is determined for areas within the 65 dB day-night average sound level (DNL) contour through a table included in Part 150 Appendix A, Section A150.101. This table indicates what land uses are compatible with given noise levels identified by NEM contours. It deals with noise exposure in increments of 5 dB, ranging from 65 dB, the minimum level of significance for Part 150 purposes, to over 85 dB.

Submitting NEMs and NCPs to the FAA

After these developmental steps have been taken for both current conditions and the five-year projection, the airport operator submits the NEMs to the Regional Airports Division Manager for review and a determination that the maps meet Part 150 standards. This is not an approval determination--only NCPs are subject to FAA approval. Submission of NEMs and NCPs is entirely voluntary. The airport operator can submit an NEM only, an NEM followed by an NCP, or do neither. However, most operators who develop NEMs follow them up with an NCP submission.

Noise Compatibility Programs

The NCP serves a number of purposes:

It pulls together fair and workable solutions to noise problems identified by the NEMs.

It examines all viable solutions or combinations of actions that are potential NCP measures.

It selects the most workable alternative, considering both direct costs of the measures and overall costs of the program.

It develops an implementation program and schedule of necessary actions, identifying:

Who will be responsible for each element

The source of funding and the commitment to obtain it

NCP requirements also ensure close and effective consultation with all

affected parties.

Noise Methodology

NCP actions include noise abatement measures, noise mitigation measures, and methods of measuring both the noise itself and its effect on the airport's environment.

Two standardized noise units are designated in Part 150 for evaluating

aviation noise impacts. These are:

The A-weighted sound pressure level (LA) for measuring the single event effect of aviation noise on individuals. This is used in calculating the primary descriptor, DNL.

DNL, or Ldn in scientific notation, is the cumulative yearly day-night average sound level used to develop the noise contours

on the NEMs.

The Integrated Noise Model, or INM, is a computerized noise contour prediction model developed by the FAA to determine the total impact of

aviation noise around airports.

The INM predicts noise impacts by computing and drawing noise contours based on the airports operational data-the types of aircraft and the number of their operations. In addition to the primary output of noise contours for NEM development, the INM also computes noise exposure at specific points in the airport's vicinity. The INM measures noise levels for specific airplanes, mostly civil. The Air Force developed the similar NOISEMAP, which primarily measures military aircraft noise impacts. The FAA also maintains the Heliport Noise Model, or HNM, to measure heliport noise levels.

Noise Compatibility Measures

A number of measures are available for reducing airport noise impacts.

The primary noise abatement activity involves operational control of

aircraft. The first Federal phaseout under Part 91 provided for elimination by 1985 of large transport aircraft (over 75,000 pounds)

meeting Part 36's Stage 1 criteria. A 1991 amendment Part 91implements

the national Stage 3 transition, providing for phasing out Stage 2 airplanes by the end of 1999.

The second area of operational controls involves noise abatement flight procedures for take-offs and landings. Departure procedures are

subject to FAA Advisory Circular 91-53A, Noise Abatement Departure Profiles.

Compatible land use planning primarily involves noise mitigation actions. Its goal is to permit airport development carefully designed

to reduce aviation noise impacts on surrounding communities. Zoning is the most common form of land use control. It is exclusively a state and local matter; the Federal Government has no zoning powers under the Constitution.

Limitations of zoning: no Federal control; not retroactive; limited to individual jurisdictions; and subject to change at any time.

Regardless of these limitations, zoning still is effective in conjunction with source noise reduction and a comprehensive planning process.

When a noise-sensitive use must remain in the airport's impact area, Noise Level Reduction (NLR) measures can be taken. This primarily involves soundproofing of the structures to attain

the NLR values indicated on the Land Use Compatibility Table in Appendix A. Federal matching grant funds for soundproofing existing structures are available under the AIP when soundproofing measures are included in an approved NCP.

Developing A Noise Compatibility Program

The steps necessary for developing an NCP comprise a relatively straightforward process.

The airport operator must ensure that adequate provisions for consultation are included in the program. Making sure all affected parties participate will significantly reduce the number of problems that may arise.

NEMs must be developed, showing continuous DNL contours of 65, 70, and 75 dB, and found by the FAA to be in compliance with applicable Part 150 requirements.

After the NEMs are developed, the airport operator will be able to identify impacted areas that need to be included in the NCP study area.

Once impacts and areas are identified, the operator can explore potential alternatives that can be considered as NCP measures, either

individually or in combinations.

The next step is to assess the social, economic, environmental, and aviation costs of each alternative.

These various factors are used by the operator to evaluate the alternatives and their associated costs.

Select the best and most realistic alternative.

Noise Compatibility Program Alternatives

Section 150.23 specifies certain alternatives which must be considered by the airport operator in developing an NCP.

Land acquisition includes outright purchase and acquiring property interests involving air rights--avigation easements--and land development rights.

Barriers and acoustical shielding can take several forms. This

category includes earth berms, fencing, natural barriers, and soundproofing of houses. Instituting a preferential runway system can redirect noise from sensitive areas either continuously or during critical periods. Modifications of flight tracks and the use of noise abatement take-off and landing procedures can reduce noise impacts, provided there are no adverse flight safety considerations. Use restrictions based on noise can be considered, but will likely be affected by Part 161 considerations. Part 150 also identifies for consideration other local actions or combinations with noise benefits, and other actions recommended by the FAA (advisory committees, noise hotlines, "continuing program" measures).

Various types of use restrictions which may be considered as NCP alternatives. Curfews, capacity limitations base on noise, and noise-based access charges at airports all will be subject to Part 161 provisions. The Federal noise standards found in Part 36 also may come into play in connection with the Part 91 requirements for phasing out Stage 3 airplanes by 1999.

Approval of a Noise Compatibility Program

Before submitting an NCP to the FAA for approval, the airport must accommodate all Part 150 planning requirements, including selecting the preferred alternative measure or combination of measures.

The first step is to develop the selected alternative into a full program which includes:

- An implementation schedule for all necessary actions
- An analysis of the funding required to implement the program, including identifying the sources of the funding and obtaining commitments regarding availability
- Obtaining commitments from local governments for any land use

or other locally controlled actions. This can involve a number of independent local jurisdictions. Provisions for program revision should they become necessary based on changes in conditions reflected in either the NEMs or the NCP

The airport operator must effectively employ the consultation process to assure that consensus is reached on the selected alternative and that the proposed measures are fully supported by all parties responsible for implementation actions.

After these steps are taken, the operator submits the NCP to the FAA for approval. FAA approval involves both the regional and Headquarters offices and appropriate action must be taken within 180 days after the region publishes a notice of receipt in the Federal Register.

Federal Funding

Federal funding for NCP development is available through a special noise set-aside in the AIP fund. Federal AIP funding for approved NCP measures can come through the Airport and Airway Trust Fund from a number of sources.

Synopsis of FAR Part 150 Provisions

Part 150--both the NEMs and NCPs--is an entirely voluntary program. The airport operator must elect to initiate it and to carry it out. Part 150 uses standard noise methodologies and units for uniform measurement of aviation noise impacts. This basically means that

DNL is consistently used to designate these impacts throughout the system.

The INM--and the HNM for helicopters--is used under controlled conditions to develop noise contours defining noise impacts around airports.

Approved NCP measures are eligible for Federal AIP grant funds, 10% of which are set aside for noise relief actions.

To be eligible for NCP grant funding, the airport operator must:
conduct the analyses required in Part 150 for NCP proposals;
ensure that adequate consultation opportunity is undertaken during the NCP process; and
obtain FAA approval of proposed NCP measures.

Throughout the process, the primary criterion for FAA actions is the protection of air safety and air commerce.

Best Regards,

Dale E. Applegate
Project Manager
URS Corporation

4100 Amon Carter Blvd.
Suite 108
Ft. Worth, TX 76155
Phone: 817.545.0891
Fax: 817.545.0534

3950 Sparks Drive
Grand Rapids, MI 49546
Phone: 616.574.8470
Fax: 616.285.0017

Part 150 - Meet w Bruce Chly

11-14-00

Get Steve put on Selection Committee -
get Ron to Int'l.

Mike will be the lead person

Last done in 1990 - B. Dunk.

Master Plan over 3 years ago -

A threshold was reached that kicked
off the Part 150 Study

Entirely Voluntary - No federal mandate.

When study is complete & submitted to FAA
Record of Decision will be made. (FAA level)

Federal Mitigation money is available
(we could hold the study & never submit)

(FAA may want their money back)

Nan Terry - FAA person

(Type of aircraft & noise increase kicked
off the need a little over 3 yrs ago)

Planners
Only

Coffman & Assoc - Selected @ Georgetown (1 submitted)

↳ good

Dunkelberg - good

Green - ?? expensive

ANTB - never worked with them

Shimek -

Bruce Recommends we interview all 5

Let Bruce know how many we want to interview. Bruce will be at the interview

Dec 15th Review scoring complete.
Send Bruce Consultant Rating Sheet
& Interview request sheet.

Jan 12th Schedule Interviews -
Start 9AM

Bruce does negotiating. May take 60 days.

Texas Department of Transportation
Aviation Division
Requests for Proposals for Professional Services

The Airport Sponsors listed below, through their agent, the Texas Department of Transportation (TxDOT), intend to engage Aviation Professional Engineering Firms for services pursuant to Chapter 2254, Subchapter A, of the Government Code. TxDOT Aviation Division will solicit and receive proposals for professional services as described in the project scope for the projects listed below:

Airport Sponsor: City of Addison, Addison Airport. TxDOT CSJ No.:0115ADDSN. Project Scope: Prepare a Federal Aviation Regulations, (FAR) Part 150 - Airport Noise Compatibility Planning Study for the City of Addison. DBE Goal: 5% Project Manager: Bruce Ehly. Number of copies to submit: 8

Airport Sponsor: City of Denton, Denton Municipal Airport. TxDOT CSJ No.: 0118DNTON. Project Scope: Update Airport Master Plan. DBE Goal: 5% Project Manager: Tammy Stone. Number of copies to submit: 6 copies

Airport Sponsor: City of Eagle Lake, Eagle Lake Municipal Airport. TxDOT CSJ No.: 0113EGLKE. Project Scope: Prepare an Action Plan. HUB Goal: 5% Project Manager: Tammy Stone. Number of copies to submit: 4 copies

Airport Sponsor: County of Grayson, Grayson County Airport, TxDOT CSJ No.: 0101DENSN. Project Scope: Update Airport Master Plan. HUB Goal: 0% Project Manager: Tammy Stone. Number of copies to submit: 12 copies

Airport Sponsor: City of Huntsville, Huntsville Municipal Airport. TxDOT CSJ No.: 0117HUNTS. Project Scope: Update Airport Master Plan. HUB Goal: 5% Project Manager: Bruce Ehly. Number of copies to submit: 5

Airport Sponsor: Cities of Midlothian/Waxahachie, Mid-Way Airport, TxDOT CSJ No.: 00118WAXCH. Project Scope: Prepare Airport Master Plan. HUB Goal: 5% Project Manager: Bruce Ehly. Number of copies to submit: 4

*Airport Sponsor: City of Tomball, TxDOT CSJ No. 0012TOMBL. Project Scope: Feasibility Study of the Acquisition of David Wayne Hooks Memorial Airport by the City of Tomball. DBE Goal: 0% Project Manager: Sandra Gaither. Number of copies to submit: 6 (see Feasibility study description below)

The Proposal shall:

1. Firm name, address, phone number and person to contact regarding the proposal.
2. Proposed project management structure Determining key personnel and

- subconsultants (if any).
3. Qualifications and recent, relevant experience (past five years) of the firm, key personnel and subconsultants relative to the performance of recent, relevant similar services for aviation planning projects.
 4. Proposed project schedule, including major tasks and target completion dates.
 5. Technical approach - a detailed discussion of the tasks or steps to accomplish the project.
 6. List of in-state references including the name, address and phone number of the person most closely associated with the firm's prior performance of similar airport planning projects.
 7. Statement regarding an Affirmative Action Program.
 8. Proposed Historically Underutilized Business (HUB) or Disadvantaged Business Enterprise (DBE) participation for each project above if appropriate.

* Feasibility Study description for Tomball:

The Feasibility Study will provide the City of Tomball with unbiased facts and figures upon which determine whether or not David Wayne Hooks Memorial Airport is of sufficient economic benefit to the citizens of the City to make its acquisition and support a suitable expenditure of public funds.

The study will include, though not be limited to, the following:

1. Determine what facilities will be part of the airport purchase.
2. Determine significant design standard and safety issues.
3. Determine current and recurring maintenance needs at the airport. Include cost estimates.
4. Determine short-term capital improvement needs at the airport. Include cost estimates.
5. Determine environmental issues and recommended processes to be undertaken prior to purchase.
6. Determine funding sources available to the City as a public reliever airport sponsor.
7. Determine City responsibilities under State and Federal Grant Agreements.
8. Determine the viability of the airport as a self-sustaining asset through financial analysis.
9. Recommend management strategies for the operation of a publicly owned reliever airport.

Initial assumptions for this study:

If the airport is shown to be a self-sustaining revenue producing business enterprise the City can, through responsible management, reasonably expect to maintain this facility as self-sustaining asset for the community.

Recent history of activity at the airport along with generally accepted aviation trends in the county, state and region will create the foundation for growth and activity forecasts.

Proposal Submission:

Those interested consultants should submit the specified number of copies of brief proposals for each project consisting of the minimum number of pages sufficient to provide the above information for project. Proposals must be postmarked by U. S. Mail midnight November 8, 2000 (CDT). Mailing address: TxDOT, Aviation Division, 125 E. 11th Street, Austin, Texas 78701-2483. Overnight delivery must be received by 4:00 p.m. (CDT) on November 10, 2000; overnight address: TxDOT, Aviation Division, 200 E. Riverside Drive, Austin, Texas, 78704. Hand delivery must be received by 4:00 p.m. November 10, 2000 (CDT); hand delivery address: 150 E. Riverside Drive, 5th Floor, South Tower, Austin, Texas 78704.

The airport sponsor(s) duly appointed committee will review all proposals and may select three to five firms for interviews. The final consultant selection by the sponsor's committee will be made following the completion of the review of proposals and/or interviews.

The airport sponsor reserves the right to reject any or all proposals, and to re-open the consultant selection process.

If there are any questions, please contact Linda Howard, Director, Planning and Programming or the designated project manager at the Aviation Division, Texas Department of Transportation, (512) 416-4500 or 1-800-68-PILOT.

Job	Start Time	Usage	Phone Number or ID	Type	Pages	Mode	Status
363	11/ 6 1:49PM	0'54"	512 416 4510	Send.....	3/ 3	EC 96	Completed.....

Total 0'54" Pages Sent: 3 Pages Printed: 0

TOWN OF
ADDISON

PUBLIC WORKS

To: Bruce Ehly

From: Jim Pierce, P.E.
Asst. Public Wks. Dir.
Phone: 972/450-2879
FAX: 972/450-2837
jpierce@ci.addison.tx.us

Company: TxDot Aviation

FAX #: 512-416-4510

Date: 11-6-00

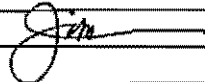
16801 Westgrove
P.O.Box 9010
Addison, TX 75001-9010

of pages (including cover): 3

Re: Addison Airport 150 Study

Original in mail Per your request FYI Call me

Comments: Attached is Designation of
Sponsor's Authorized Representative, and
Designation of Sponsor's Consultant
Selection Committee.



DESIGNATION OF SPONSOR'S AUTHORIZED REPRESENTATIVE

Addison Airport
TxDOT No.: 0118ADDSN

I, Ron Whitehead City Manager
(Name) (Title)
with the Town of Addison designate Mike Murphy, Dir. of Public Works
(Name, Title)

as the authorized representative, for the noise study, who shall have the authority to make approvals and disapprovals as required on behalf of the Town of Addison.

Town of Addison, Texas
(Sponsor)

By: R. Whitehead

Title: City Manager

Date: 11-6-00

DESIGNATED REPRESENTATIVE

Mailing Address: P.O. Box 9010
Addison, Tx 75001-9010

Physical Address: 16801 Westgrove Drive
Addison, TX 75001

Telephone/Fax Number: 972-450-2878
Fax: 972-450-2837

**DESIGNATION OF SPONSOR'S
CONSULTANT SELECTION COMMITTEE**

Addison Airport
TxDOT No.: 0118ADDSN

I, Ron Whitehead, City Manager
(Name) (Title)

with the Town of Addison designate the following named individuals as the Consultant Selection committee, for the Noise Study Project.

Name

Title (if appropriate):

<u>Chris Terry</u>	<u>Assistant City Manager</u>
<u>Mike Murphy</u>	<u>Director of Public Works</u>
<u>Jim Pierce</u>	<u>Assistant Public Works Director</u>
<u>Mark Acevedo</u>	<u>Building & Fleet Manager</u>

Town of Addison, Texas
(Sponsor)

By: Ron Whitehead

Title: City Manager

Date: 11-6-00

DESIGNATION OF SPONSOR'S
CONSULTANT SELECTION COMMITTEE

I, _____,
(Name) (Title)

with the Town of Addison designate the following named individuals as the Consultant Selection committee, for the Noise Study.

Name

Title (if appropriate):

Town of Addison, Texas
(Sponsor)

By: _____

Title: _____

Date: _____

RESOLUTION NO. R00-084

A RESOLUTION BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS, AUTHORIZING AN UPDATE TO THE EXISTING FEDERAL AVIATION REGULATION PART 150 NOISE STUDY AT ADDISON AIRPORT IN THE AMOUNT OF \$157,778, 90% FROM A TXDOT GRANT AND \$15,778, OR 10%, FROM TOWN FUNDS.

WHEREAS, the Town of Addison intends to make certain improvements to the Addison Airport that require an update to the FAR 150 noise study; and

WHEREAS, the general description of the projects is described as: FAR Part 150 Study for Addison Airport, which presents a comprehensive analysis of existing and future noise contours for the Airport; and

WHEREAS, the Town of Addison intends to request financial assistance from the Texas Department of Transportation for these improvements; and

WHEREAS, the Town of Addison will be responsible for 10% of the total project costs currently estimated to be \$15,778.00; and


WHEREAS, the Town of Addison names the Texas Department of Transportation as its agent for the purposes of applying for, receiving, and disbursing all funds for these improvements and for the administration of contracts necessary for the implementation of these improvements; now, therefore,

BE IT RESOLVED BY THE CITY COUNCIL OF THE TOWN OF ADDISON, TEXAS:

THAT, the City Council does hereby authorize the City Manager to execute on behalf of the Town of Addison, at the appropriate time, and with the appropriate authorizations of this governing body, all contracts and agreements with the State of

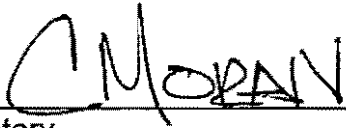
Texas, represented by the Texas Department of Transportation, and such other parties as shall be necessary and appropriate for the implementation of the improvements to the Addison Airport.

DULY PASSED BY THE CITY COUNCIL OF THE TOWN OF ADDISON,
TEXAS, this the 10th day of October, 2000.



Mayor

ATTEST:



City Secretary

*Agenda
Item*

*Passed
10-10-00*

October 3, 2000

MEMORANDUM

To: Chris Terry, Assistant City Manager
Through: Mike Murphy, P.E., Director of Public Works
From: Jim Pierce, P.E., Assistant City Engineer
Subject: Addison Airport Part 150 Noise Study

A Federal Aviation Regulation (FAR) Part 150 Study was completed for Addison Airport by Barnard Dunkelberg & Company in March of 1991. These studies are normally updated every five years, so from that perspective, an update to the study is overdue.

The purpose of a Part 150 Study is to assess the noise environment, prepare forecasts of aviation operations, identify land uses within airport environs, and explore ways to mitigate land use compatibility conflicts. In other words, to reduce the number of people affected by noise, consistent with airport operations.

Approximately three years ago, a request was made to the TXDOT Aviation Division for funding for an update of the 1991 study. However, at that time, federal grant funds were not available. We have now been notified by TXDOT that federal funds are available for this study.

The grant money that has been offered is based on a three-year-old cost estimate to do the study for \$157,778. TXDOT is offering a grant of 90% of this amount, with 10% to be paid by the Town of Addison (\$15,778). The Town's share would be paid from the Airport Fund.

A consultant selection procedure will need to be initiated to hire a qualified firm to do the work.

TXDOT will manage the project with the consultant that is selected by the Town.

A proposed resolution is attached that names TXDOT as our agent in applying for and dispersing funds, and administering the required contracts for the study.

Staff recommends approval of the resolution, and authorization for the City Manager to designate a consultant selection committee, and, designate an authorized representative who shall have the authority to make approvals and disapprovals as required on behalf of the Town for this project.

RESOLUTION

WHEREAS, the Town of Addison intends to make certain improvements to the Addison Airport; and

WHEREAS, the general description of the project is described as: FAR Part 150 Study for Addison Airport, which presents a comprehensive analysis of existing and future noise contours for the Airport; and

WHEREAS, the Town of Addison intends to request financial assistance from the Texas Department of Transportation for these improvements; and

WHEREAS, the Town of Addison will be responsible for 10% of the total project costs currently estimated to be \$15,778.

WHEREAS, the Town of Addison names the Texas Department of Transportation as its agent for the purposes of applying for, receiving and disbursing all funds for these improvements and for the administration of contracts necessary for the implementation of these improvements;

NOW, THEREFORE, BE IT RESOLVED, that the Town of Addison hereby directs the City Manager to execute on behalf of the Town of Addison, at the appropriate time, and with the appropriate authorizations of this governing body, all contracts and agreements with the State of Texas, represented by the Texas Department of Transportation, and such other parties as shall be necessary and appropriate for the implementation of the improvements to the Addison Airport.

Addison!

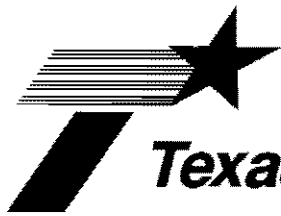
JIM PIERCE, P.E.
Assistant Public Works Director
(972) 450-2879
(972) 450-2837 FAX
jpierce@ci.addison.tx.us

Town of Addison 16801 Westgrove Dr. P.O. Box 9010, Addison, Texas 75001-9010

Go ahead and approve
resolution & authorizations

When Tx DOT sends the
Grant Agreement, we
can amend the resolution
to account for the exact
amount.

Recd 10-10-00



Texas Department of Transportation

AVIATION DIVISION

125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • 512/416-4500 • FAX 512/416-4510

October 2, 2000

Mr. Jim Pierce, Jr. P.E.
Assistant City Engineer, Town of Addison
P.O. Box 9010
Addison, Texas 75001-09010

Dear Mr. Pierce:

This letter is to inform you that the Texas Transportation Commission approved an airport improvement grant to the Town of Addison on September 28, 2000, in the amount of \$250,000 for improvements at the Addison Airport. The financial assistance will be used to prepare a Federal Aviation Regulations Part 150 – Noise Study.

Federal funds have been approved for ninety (90) percent of estimated project costs. The Town of Addison has responsibility for the remaining ten (10) percent. The grant agreement will be sent to the Town of Addison in January 2001 or when federal fiscal year 2000 funds become available.

To expedite the consultant selection process, TxDOT intends to issue a Request for Proposals on or about October 13, 2000. If you have questions concerning this process please contact your project manager, Bruce Ehly at 1-800-687-4568.

The Texas Department of Transportation looks forward to working with you on this important project for your community.

Sincerely,

David S. Fulton
Director

Cc: Mr. Jay R. Nelson

alm

As per Kathy Griffin: \$250K represents the estimated total project cost.

Federal Share =	\$225K
Addison Share =	25K
	<hr/>
	\$250K

Jim Pierce

To: Chris Terry; Michael Murphy
Subject: FW: Forms for Noise Study

FYI. TxDOT is jumping on this one! Jim.

-----Original Message-----

From: Kathy Griffin [mailto:KGRIFFIN@dot.state.tx.us]
Sent: Wednesday, September 27, 2000 8:09 AM
To: jpierce@ci.addison.tx.us
Cc: Bruce Ehly
Subject: RE: Forms for Noise Study

That is great. We intend to do a Request for Proposals on October 13th. Bruce should be back by October 5th if you have questions concerning the selection process or you can contact Linda Howard at (512) 416-4540.

>>> <jpierce@ci.addison.tx.us> 9/27/00 7:56:03 AM >>>
The resolution will be placed on the agenda for the Oct 10 council meeting.
Jim.

-----Original Message-----

From: Kathy Griffin [mailto:KGRIFFIN@dot.state.tx.us]
Sent: Tuesday, September 26, 2000 2:55 PM
To: Jpierce@ci.addison.tx.us
Cc: Bruce Ehly
Subject: Forms for Noise Study

Attached are the two forms in addition to the resolution that should be sent to our Division. If you have questions please call me at (512) 416-4522.

Also, what day is the council meeting set for approval of the resolution?

~~SAMPLE RESOLUTION~~

~~(Federal or State TxDOT acting as Agent)~~

Town of Addison
WHEREAS, the ~~CITY NAME AND/OR COUNTY NAME~~ intends to make certain improvements to the ~~(name of airport)~~; and
Addison Airport

WHEREAS, the general description of the project is described as: (add general description); and ①

Town of Addison
WHEREAS, the ~~CITY NAME AND/OR COUNTY NAME~~ intends to request financial assistance from the Texas Department of Transportation for these improvements; and

TOA
WHEREAS, the ~~CITY NAME AND/OR COUNTY NAME~~ will be responsible for 10% of the total project costs currently estimated to be \$ 15,778.

TOA
WHEREAS, the ~~CITY NAME AND/OR COUNTY NAME~~ names the Texas Department of Transportation as its agent for the purposes of applying for, receiving and disbursing all funds for these improvements and for the administration of contracts necessary for the implementation of these improvements;

TOA
NOW, THEREFORE, BE IT RESOLVED, that the ~~CITY NAME AND/OR COUNTY NAME~~ hereby directs ~~NAME OR POSITION OF INDIVIDUAL~~ to execute on behalf of the ~~CITY NAME AND/OR COUNTY NAME~~, at the appropriate time, and with the appropriate authorizations of this governing body, all contracts and agreements with the State of Texas, represented by the Texas Department of Transportation, and such other parties as shall be necessary and appropriate for the implementation of the improvements to the ~~AIRPORT NAME~~.
Addison Airport

~~Note to Sponsor: This resolution is required to document the governing body's support and acceptance of this project. To meet state requirements, this resolution must provide at a minimum the governing body's agreement to make improvements to the airport in general description form, provide 10% of the total project costs and acknowledge TxDOT as agent for administration of federal and state funds for projects.~~

~~This resolution should be modified to suit the specific needs of your governing body. Some governing bodies may want a specific project description and a limited project cost. If so, please keep in mind that this resolution would then need to be amended and re-adopted by the governing body if the description and/or the cost changed.~~

① FAR Part 150 Study for Addison Airport which presents a comprehensive analysis of existing and future noise contours for the airport; and

SAMPLE RESOLUTION
(Federal or State - TxDOT acting as Agent)

WHEREAS, the CITY NAME AND/OR COUNTY NAME intends to make certain improvements to the (name of airport); and

WHEREAS, the general description of the project is described as: (add general description); and

WHEREAS, the CITY NAME AND/OR COUNTY NAME intends to request financial assistance from the Texas Department of Transportation for these improvements; and

WHEREAS, the CITY NAME AND/OR COUNTY NAME will be responsible for 10% of the total project costs currently estimated to be \$_____.

WHEREAS, the CITY NAME AND/OR COUNTY NAME names the Texas Department of Transportation as its agent for the purposes of applying for, receiving and disbursing all funds for these improvements and for the administration of contracts necessary for the implementation of these improvements;

NOW, THEREFORE, BE IT RESOLVED, that the CITY NAME AND/OR COUNTY NAME hereby directs NAME OR POSITION OF INDIVIDUAL to execute on behalf of the CITY NAME AND/OR COUNTY NAME, at the appropriate time, and with the appropriate authorizations of this governing body, all contracts and agreements with the State of Texas, represented by the Texas Department of Transportation, and such other parties as shall be necessary and appropriate for the implementation of the improvements to the AIRPORT NAME.

Note to Sponsor: This resolution is required to document the governing body's support and acceptance of this project. To meet state requirements, this resolution must provide at a minimum the governing body's agreement to make improvements to the airport in general description form, provide 10% of the total project costs and acknowledge TxDOT as agent for administration of federal and state funds for projects.

This resolution should be modified to suit the specific needs of your governing body. Some governing bodies may want a specific project description and a limited project cost. If so, please keep in mind that this resolution would then need to be amended and re-adopted by the governing body if the description and/or the cost changed.

Mike -

Would You speak To Chris + Mack
about having a Consultant selection

process with the intent that
^{Now}
Lytheon + Dunkleberg would
join forces -

Some projects, such as the Part 150
study, the bulk of the work would be done by
Dunkleberg; on others, we would do the bulk of work
There is merit to our working in
concert with each other -

LC

TXDOT AVIATION DIVISION FY 2000 PROGRAM OF FEDERAL FUNDED PROJECTS WHERE FINAL PROJECT AUDIT REPORTS NOT YET COMPLETED

Associated City/Airport TxDOT Detail Number	Project Description	Cost Estimate			
		Total	Federal	State	Local
Addison Addison TBD	Part 150 Noise Study	\$157,778	\$142,000	\$0	\$15,778

Jim Pierce

From: Jim Pierce
Sent: Monday, September 25, 2000 8:09 AM
To: Chris Terry; Michael Murphy
Subject: Airport Part 150 Study

Bruce Ehly called and asked about the status of the Part 150 Study. As you may remember, they have the money based upon a 3 year old cost est. to do the study (Total \$157,778). I have a sample resolution for council to authorize support and acceptance of the project. Should we go ahead and put that on the agenda? We will also have to go thru a selection process for the consultant. Shall we get that started?

Jim Pierce, P.E.
Assistant Public Works Director
PO Box 9010
Addison, TX 75001-9010
972-450-2879

Proceed _____

Letter Oct 31 '95 ^{9/16/00}

End Aug, Sept '95

John B. Selection w Master
Plan Update 150K for
part 150

RFQ w Master Plan
Update file

Found file Period of Service
ended Oct, 1998. Ryk advises
we not ~~accept~~ ^{receive} grant and then
decide not to do the study

214-435-0125 Jonathan Cell $\approx 9/1/00$

Arnie Ehly

1-800-687-4568



Part 150 Noise Study

Receive Fed Grant for noise
Study allocated 90% of

Dunk Amt 3 yrs ago @ same time as
master plan

Dunk selected for noise
Study (3 yrs ago). Need doc.
to show selection

Sample resolution for Council
won't have to go thru the selection.
If it costs more, Addison would have
to make up the difference

Cost of Study est \$157K

The future 70 DNL noise contour encompasses approximately 864 acres. This contour extends beyond airport property to the south by approximately 5,400 feet, extending outside of the Addison City Limits and encompassing a portion of Farmers Branch. The contour also extends approximately 1,500 feet north of the approach end to Runway 15 and overlaps the airport boundary along the west side of the airport, including areas along the north and south end of the runway on the east side of the airport. A portion of the future 70 DNL noise contour also extends into the City of Carrollton along the northwest boundary of the airport.

The future 65 DNL noise contour encompasses approximately 1,851 acres and extends beyond airport property in all directions from the runway. To the south, the contour extends beyond airport property by approximately 8,200 feet. This area of the contour encompasses property within the Town of Addison, Farmers Branch and the City of Dallas. The noise contour also extends approximately 4,300 feet to the north of the airport, and encompasses property within the Town of Addison, the City of Carrollton and the City of Dallas.

According to preliminary land use estimates for the Town of Addison, there are approximately four (4.4) acres of residential land use located within the 70 DNL noise contour, and twenty-one (20.7) acres of residential land use located within the 65 DNL noise contour and no residential development located within the 75 DNL contour. All of the residential land uses identified within the specified noise contours for the Town of Addison are located either adjacent to the south end of the runway or further southeast of the airport. There is also residential development located within the City of Dallas [i.e., approximately one hundred and twenty-six (125.7) acres located southeast of the airport], which is contained within the 65 DNL noise contour. An additional seventeen (17.0) acres of residential development is located northwest of the airport, also located with the City of Dallas and contained within the 65 DNL noise contour.

Following the completion of this Master Plan Update, a determination will be made as to whether the 1991 FAR Part 150 Study for Addison Airport should be updated. The FAR Part 150 Study, which presents a more detailed and comprehensive analysis of both existing and future noise contours for an airport, utilizes a five-year planning horizon, compared to twenty years for the Master Plan. An FAR Part 150 Update would also specify any revisions, if required, to existing noise mitigation recommendations; however, it is recommended that the twenty-year noise contour be utilized for land use planning purposes by the Town of Addison and surrounding communities.

July, 1997

ISSUE

Update and Review of the FAR Part 150 Study

NEW ACTION

The FAR Part 150 Study is a five-year program which will be reevaluated at the end of the five-year period. In addition, if there is a significant change in either aircraft types or numbers of operations, then the Study will be reevaluated prior to the end of the five-year timeframe.

RESPONSIBLE PARTIES

The Airport is responsible for updating and monitoring the FAR Part 150 at the five-year increments or when there is a significant change in aircraft types or numbers of operations. The Federal Aviation Administration could help fund the update if there are funds available for such planning. All airport users and those interested in the airport are responsible for providing input into the updating process.

AIRPORT ACTION

The Airport will monitor the aircraft types and numbers which operate at the airport to determine changes in the forecasts contained in the FAR Part 150 Study, and will reevaluate the program when there is a significant change or at the end of the five-year timeframe. The Airport will also consider budgeting funds for the update of the Study in 1994.

TIMEFRAME

The Airport will institute monitoring procedures immediately and will plan for a full update of the Study in 1994.

COMMENTS

The airport management will undertake a yearly review of the aircraft types and numbers, along with the actual number of operations occurring at the airport, and determine if they are consistent with the projections contained in the FAR Part 150 document. FAR Part 150 Study defines

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the level of change necessary to trigger a revision of the Noise Exposure Map when any change in the operation of the airport would create any substantial new noncompatible use in any area depicted on the map beyond that which is forecast for the fifth calendar year after the date of submission. That is, if that change results in an increase in the yearly day-night average sound level of 1.5 dB or greater in either an area which was formerly compatible but is hereby made noncompatible or in a land area which was previously determined to be noncompatible and whose noncompatibility is now significantly increased. The various recommendations will also be reviewed as to their ability to mitigate the projected noise intrusion and the overall effectiveness of the program. If it is found that the measures are not effective, then new measures will be evaluated and implemented.

At the end of the five-year program all of the forecasts and aircraft mix will be reevaluated to determine the extent to which they have changed from those projected in this study, and will be updated to reflect the following five years. New mitigation measures will be evaluated and recommended if the existing measures are found not to be effective for that time-frame. The Noise Compatibility Study will be reevaluated and updated, and public review and comments will be incorporated. This procedure will be evaluated at five year intervals to ensure the validity of the program.

