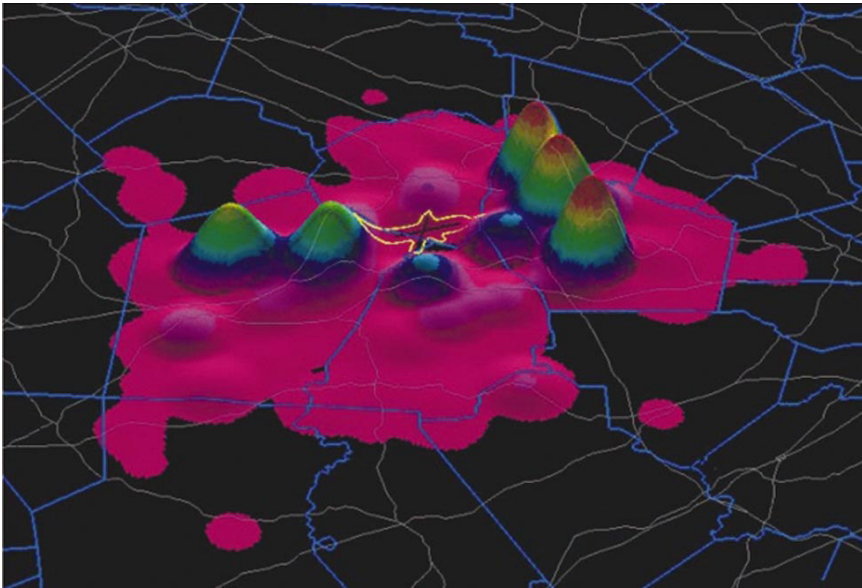


WSDOT Aviation Monthly Report August 2010

Planners Address Overflight in Guidebook Update

WSDOT planner Carter Timmerman is continuing his work on the [Airport and Compatible Land Use Guidebook update](#). Part of this effort has been focused on researching and beefing up the guidebook's appendix on overflight. This appendix section was identified by reviewers as being one of the top five areas in need of further improvement and exploration. The overflight section addresses the issues of nuisance noise (*noise under 65 DNL*), vibration, light, fumes, low-flying aircraft and



environmental justice considerations for aviation land use compatibility planning. During the research planners discovered data undermining the use of the Schultz Curve as a metric to identify levels of compatible noise. One of the fatal flaws with the Schultz Curve is that it doesn't take into

account different transportation noise sources such as road, rail and aircraft. This different relationship among modes and their impacts has been described as the exposure-response relationship. Empirical evidence suggests that aircraft noise, like rail, has a unique exposure-response relationship attached to it. What differentiates aircraft and rail noise from road noise is the event characteristics of the sound. The event characteristics of the aircraft noise influence an individual's annoyance reaction. Aircraft noise is mainly characterized by single events, while road traffic noise is perceived as more or less continuous. Due to the sporadic nature of aircraft operations, they can often be seen as more obtrusive noise events when compared to other modes. This argument is supported by research regarding noise complaints at Naples Municipal Airport. It demonstrated that noise complaints often have more to do with fleet mix, event times and operational characteristics than the 65 DNL noise contour.

Department of Defense concerned about wind turbines

In direct conflict with Department of Energy objectives, military experts have identified a safety problem when wind turbines are built near air bases causing disruption to radar and confusion for air traffic controllers. The New York Times reported that in 2009 about 9,000 megawatts of proposed wind projects were delayed because of radar concerns expressed by the military and the FAA. This has also affected projects being planned along the Columbia Gorge. The Department of Energy believes that impacts can be mitigated by new coatings on turbine blades or gap radar. The FAA has called for a national infrastructure plan for the development of wind turbine farms. WSDOT Aviation is participating on a TRB project to analyze the impact of green energy on airports.

FAA recognizes the need for wildlife control at GA airports

As a result of the recent incident on the Hudson, it is anticipated the FAA will announce plans to require wildlife assessments and plans for all general aviation airports in the federal system. The FAA plans to make assessments eligible for federal grants allowing private sector consultants to conduct the work. Many states have been proactive for years working with the USDA wildlife experts to reduce the risk of wildlife strikes at airports. State aviation officials have asked the FAA to consider making USDA eligible for grants for those states that wish to continue to contract for their services.

Tieton State Airport Runway Reflectors Vandalized

WSDOT Aviation traveled to the Tieton State airport to assess damage to the runway reflectors and investigate solutions to block unauthorized motor vehicles from accessing the runway. Vandals used a vehicle to gain unauthorized access to the runway and smashed approximately 20 recently installed reflectors on the west side of runway 02/20. WSDOT replaced approximately six of the severely damaged reflectors with new, in-stock supply. Most of the remaining damaged reflectors were repaired as best as possible and re-installed. WSDOT is working with property managers and the Forest Service on interim solutions to block all unauthorized access to the airport. WSDOT will also install additional warning signs and fencing as resources become available.

