



TO: Barnstable Municipal Airport Commission

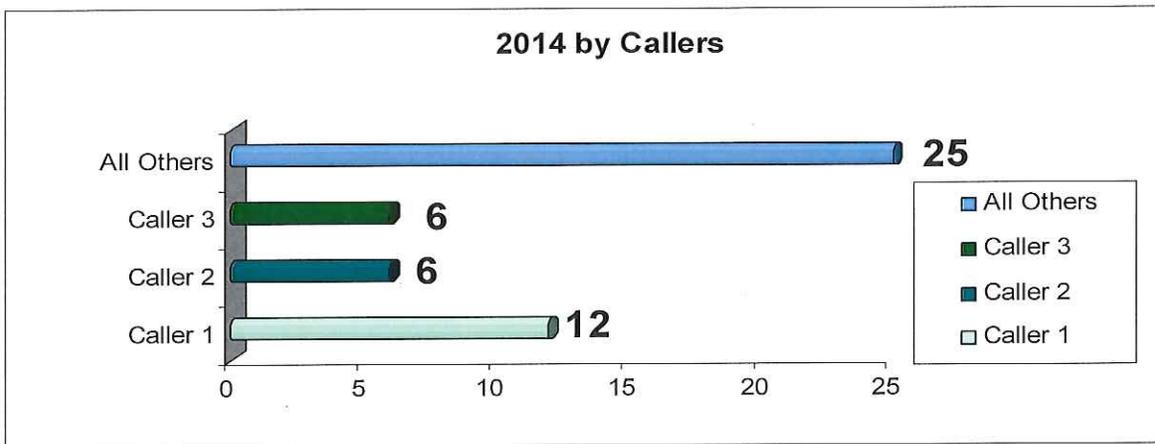
FROM: Christina Lounsbury, Noise Abatement Coordinator

DATE: January 20, 2015

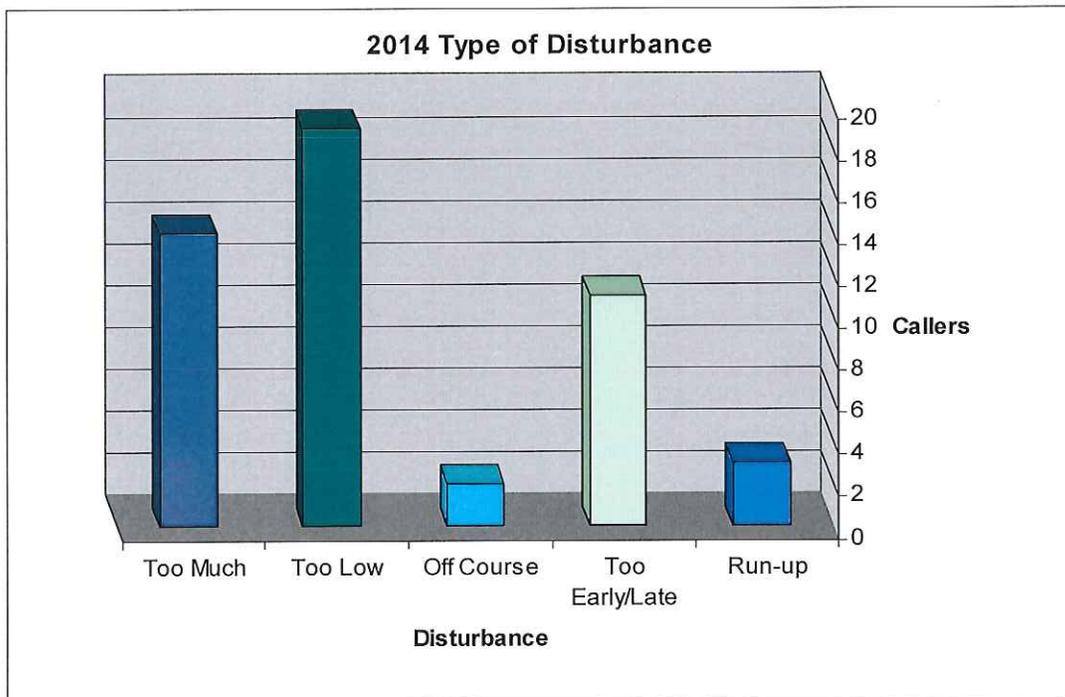
SUBJECT: 2014 Year-end Noise Report

During the calendar year 2014, noise disturbances from surrounding communities totaled 49 calls which was a decrease of nine (9) from 2013. The Airport's aircraft operations for 2014 were 99,523 showing a decrease of approximately 2,500 from 2013. Of our 49 calls, three residents' calls were approximately half at 24 or approximately 49%. The rest of disturbances for 2014 totaled 25 or 51% of the total calls. These results differ from past years without one caller responsible for the majority of the noise disturbance complaints.



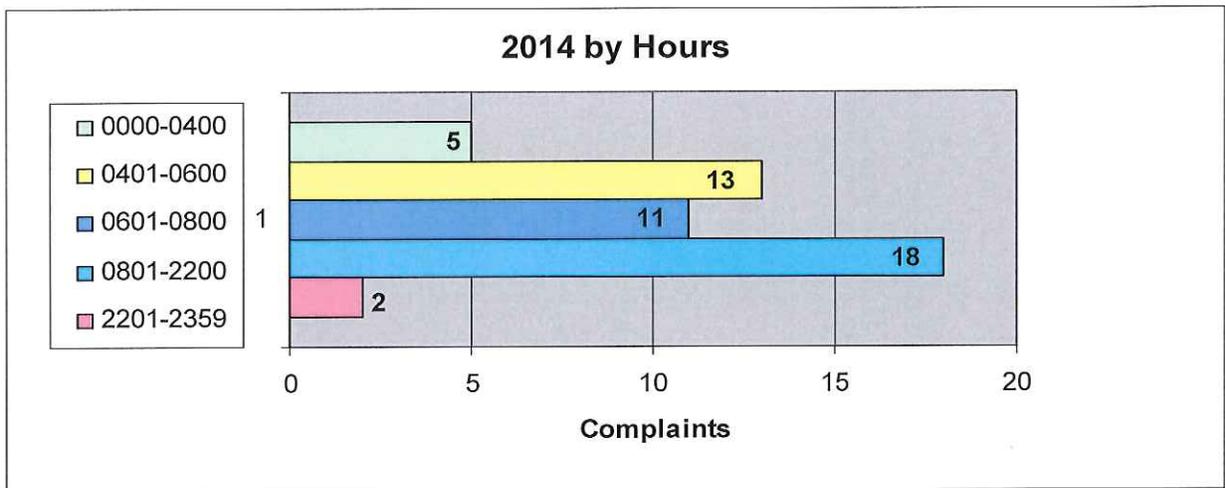


Our 2014 call numbers indicate Yarmouth had the highest percentage of the 2014 complaints at 64%, with Hyannis, Barnstable and Centerville residents comprising 36% our total. With the callers from the Town of Yarmouth making up the larger majority of disturbance complaints, we encountered a trend that has not been seen in a few years. Caller 1 is from the Hyannis Park area of West Yarmouth who is relatively new this year with only one other call in 2010. Their calls were related to aircraft being too low or flying during our voluntary nighttime curfew. None of the aircraft Caller 1 reported as low were found to be low in altitude and because our curfew can only be voluntary per the FAA, there are no flight restriction in place and therefore no violation. Low flying aircraft makes is the number one reason callers report disturbances. After reviewing the complaints, for low aircraft this year, only one report was considered actually low (at 400 feet) but not at an altitude that the FAA would potentially take action. The second highest type of disturbances was too much air traffic noise followed by air traffic being reported too early or late in the day. Below we have a breakdown of calls by reason for disturbance.



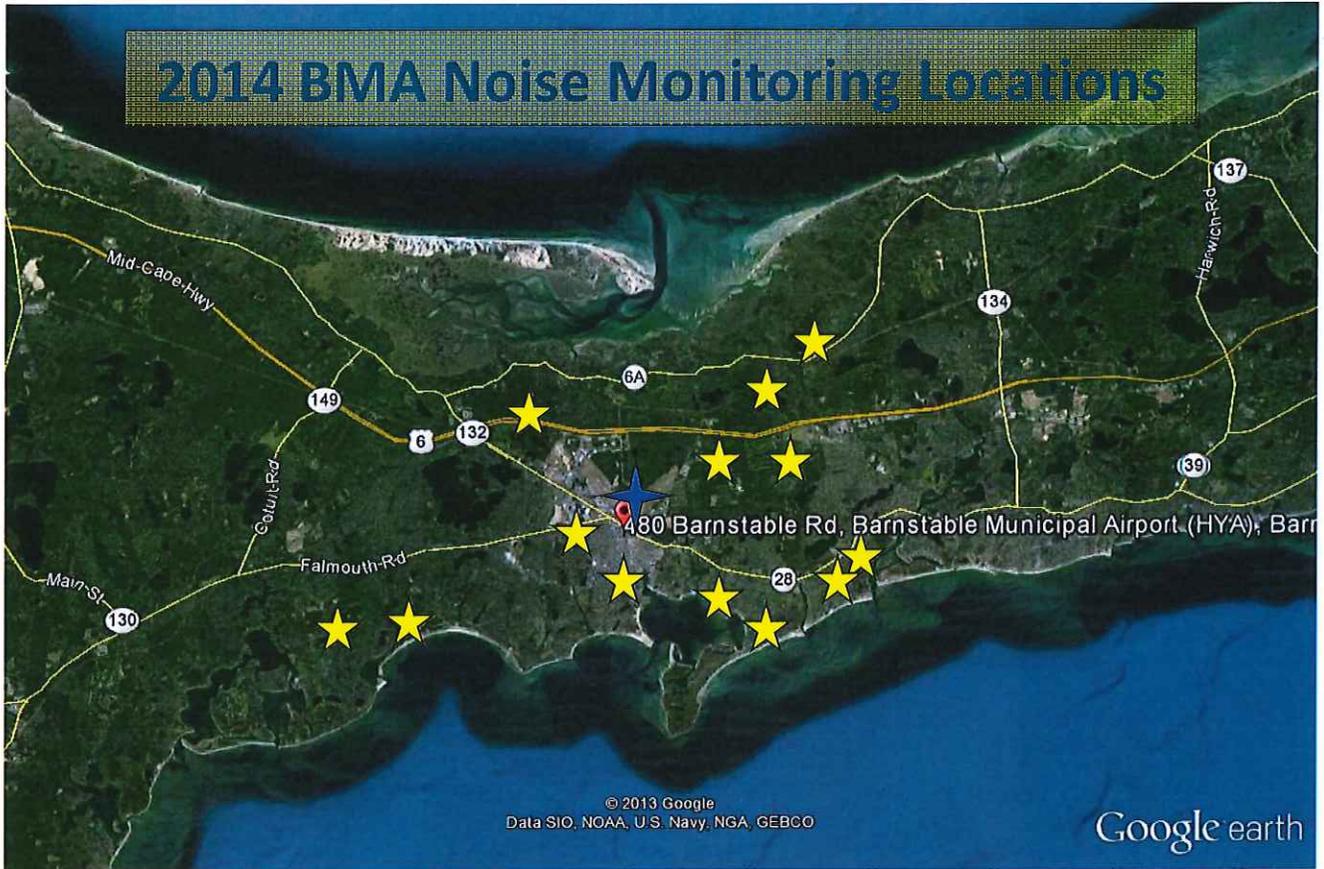
Since 2008, the year end reports have included a breakdown of noise disturbances to distinguish between IFR (instrument flight rules) and VFR (visual flight rules) meteorological conditions. As in 2013, in our 2014 the VFR and IFR conditions did not make an impact on the type and frequency of calls regarding disturbances. Also, neither the reports of aircraft off course nor maintenance run-ups were significant for disturbances.

Another important category for reviewing 2014 is the time of the disturbance for the caller. As in past years, the majority of the calls were during our normal flying day and outside of the voluntary curfew, 6:01 a.m. to 10:00 p.m. These hours had 29 of the 49 complaints registered, which is 60% of our total. This year, the second highest hours for disturbances was 4:01 a.m. to 6:00 a.m. which is increased by one (1) call from 2013. Breaking this down further, the calls regarding disturbances from 4:01 a.m. to 5:00 a.m. were four (4) and the calls from 5:01 a.m. to 6:00 a.m. were nine (9) with the seven of the reports being after 5:30 a.m., which is 78%. With continued support of the airlines, we are still keeping the flights before 5:30 a.m. to a minimum and the number of complaints during our quiet hours was only 11 of the total 49, 23% of our total. Keeping the total disturbances during our voluntary quiet hours less than 25% of 2014's complaint reports is a job well done for our tenant airlines, Cape Air/Nantucket Airlines and Island Airlines.



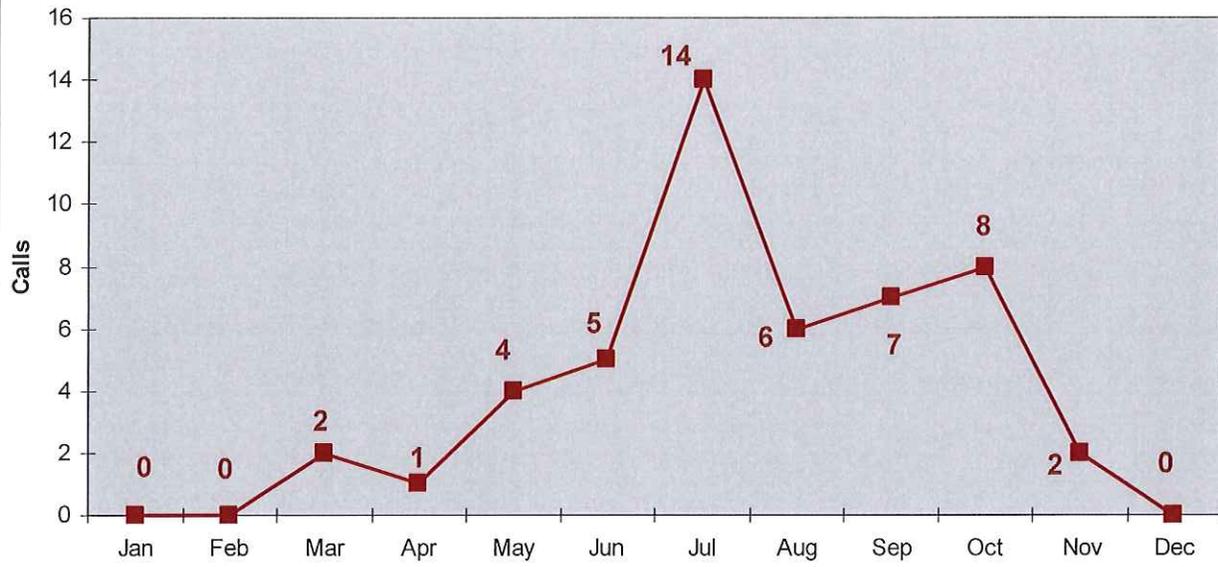
The Barnstable Municipal Airport Commission and management have continued to fund the purchase of our public view web portal which allows citizens to view a security delayed live flight tracking, review historical tracking data and enter their own disturbance complaints. This remains a popular informational option for callers who are concerned with air traffic and altitudes. Our provider, ITT Excelis will be launching an updated version of this for Barnstable Municipal Airport in early 2015 with a multitude of upgrades and viewing options.

The Barnstable Municipal Airport continues monitoring aircraft noise at all disturbance locations. We conducted monitoring during July and August of 2014, again targeting our peak air traffic months. The reported noise monitoring levels continue to yield comparable results with no increases in noise levels since its inception in 2008.



Our noise abatement goals for 2015 will center on continuing to serve our neighbors with requested noise monitoring, continued diligence in addressing violations to our quiet hours and VNAFP (voluntary noise abatement flight paths) with our tenants, always responding as quickly as possible to all reported disturbances and assisting callers with requests. We will also continue with public outreach and education will always enhance and show our commitment to our neighbors and the transparency of operations; and pending projects will continue building the trust of the surrounding citizens living in partnership with this vital transportation center. With our 2015 upgrades to the community web flight tracking portal as well as our flight tracking data base with ITT Excelis' NextGen data, combining surface to air tracking, flight plans, radar ground and en route radar data and mutli-lateration tracking of transponders, our flight tracking will be state-of-the-art. Once all aircraft meet the FAA deadline of upgrading their avionc equipment to NextGen in 2020, this data received will be near 100% reported, capturing smaller private aircraft flying VFR which do not currently squawk (show) their aircraft data.

2014 Monthly Disturbance Calls



Calls by Area

