



Appendix B  
COORDINATION, CONSULTATION,  
AND PUBLIC INVOLVEMENT

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# **Appendix B COORDINATION, CONSULTATION, AND PUBLIC INVOLVEMENT**

*F.A.R. Part 150  
Noise Compatibility Study  
Georgetown Municipal Airport*

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## **INTRODUCTION**

As part of the planning process, the public, airport users, and local, state, and federal agencies were given the opportunity to review and comment on the Noise Compatibility Program and supporting documentation. Materials prepared by the consultant were submitted for local review, discussion, and revision at several points during the process.

Much of the local coordination was handled through a special study committee formed specifically to provide advice and feedback on the F.A.R. Part 150 Noise Compatibility Study. Known as the Planning Advisory Committee (PAC), it included representatives of all affected groups, in-

cluding local residents, airport users, officials from the City of Georgetown and Williamson County, the Airport Advisory Board, the Georgetown Independent School District, local businesses, aviation organizations, fixed based operators, the Texas Department of transportation, and the Federal Aviation Administration (FAA). (A list of the members of the PAC is in **Appendix A.**)

The PAC reviewed and commented on these submissions and was requested to provide direction for future study efforts. Most comments were made orally during the meetings, but many comments were followed by written confirmation. All comments were appropriately incorporated into this document or otherwise addressed.

The PAC met five times during the preparation of the F.A.R. Part 150 Study. The first meeting was held on May 30, 2001 to introduce the participants, describe the study process, discuss goals and objectives, distribute committee workbooks and study initiation brochures, and hear comments and views pertaining to conditions at the airport. Chapter One (Inventory) was presented at this meeting.

The second PAC meeting was held on October 2, 2001. Chapter Two (Aviation Noise) and Chapter Three (Noise Impacts) were discussed. Chapters One, Two, Three, and supporting documentation constituted the Noise Exposure Maps document.

Technical conferences relating to aviation and land use issues were held on Friday, December 7, 2001. The Aviation Technical Conference was attended by representatives from the FAA, airport staff and the Texas Department of Transportation. A worksheet listing potential noise abatement techniques was distributed. Discussions included the impact of airport activity on surrounding residential development.

The Land Use Technical Conference was attended by representatives from the FAA, City of Georgetown and Williamson County, local residents, airport staff and the Texas Department of Transportation. Discussions focused on proposed future use of land around the airport and potential land use planning alternatives.

The third PAC meeting, held on March 13, 2002, opened with an explanation of the Noise Compatibility Program which is the second portion of a complete F.A.R. Part 150 Study. The working papers for Chapter Four (Noise Abatement Alternatives) and Chapter Five (Land Use Alternatives) were presented.

The fourth PAC meeting was held on September 22, 2003. The meeting initially explained the reason for the long delay in the F.A.R. Part 150 study process. In August of 2002, City Council voted not to forward the Noise Exposure Maps (NEM) to the FAA and to stop work on the development of the Noise Compatibility Program. The City Council vote on March 25, 2003 accepted the NEM document and authorized its release to the FAA if certain conditions were met. The remainder of the meeting reviewed the F.A.R. Part 150 study process and what updates would and would not be included within the study.

The fifth PAC meeting was held on December 9, 2003. The remaining portion of the F.A.R. Part 150 study was reviewed as well as the Draft Noise Compatibility Program. There was considerable discussion regarding helicopter noise and military training surrounding the airport. Other discussion dealt with the benefits of an airport traffic control tower and ways to buffer noise from standards airport operations including run-ups.

In addition to the Planning Committee Meetings, the general public was invited to five public information workshops. Structured as open houses, with display boards and information posted throughout the meeting room, these meetings were intended to encourage two-way communication between the airport staff, consultants, and local citizens. The public information meetings were held on the same days as the PAC meetings and covered the same materials that were presented in the PAC meetings.

The Noise Compatibility Study process also included a formal public hearing. This hearing, held on Thursday, February 19, 2004, offered individuals an opportunity to provide testimony, in a controlled setting, as part of the public record. The hearing also offered the public another venue for asking questions pertaining to the study's proposed noise abatement, land use management, and implementations. An informal open house was held for one

hour before the hearing to enable people to review and discuss the plan informally.

In addition to these formal meetings, many written and verbal contacts were made between project management staff and officials of local, state, and federal agencies and representatives of various aviation user groups. These were related to the day-to-day management of the project, as well as the resolution of specific questions and concerns arising from the working papers.

A supplemental volume entitled "Supporting Information on Project Coordination and Local Consultation" contains detailed information in support of the Noise Compatibility Program document. It includes copies of meeting announcements, summary notes from the meetings, sign-in sheets, all written comments received, and a public hearing transcript on the Noise Compatibility Program.