

■ *Palmaz Private Helipad*

Overflight and Noise Report

Mead
& Hunt

Napa County Airport Land Use Commission

Ken Brody, MAY 2017

Land Use Compatibility Experience

- **Decades of Experience in California and Nationwide**
- **Caltrans Airport Land Use Planning Handbook**
 - Principal Consultant: 1993 and 2002 editions
 - Major Contributor: 1984 and 2011 editions
- **California ALUC Work**
 - Projects in over half of state's counties
 - Well over 100 airports
- **1991 Napa County Airport Land Use Compatibility Plan**
- **Heliport Projects**

Our Role in Palmaz Helipad Project

→ **Conduct Technical Analyses of Noise Impacts**

- Identify Least-Impact Flight Route Alternatives
- Prepare Noise Contours
- Prepare Overflight and Noise Report

→ **Provide Input to Environmental Consultant**

- Peer Review of Our Analyses
- Environmental Consultant Determined Significance of Impacts

→ **Independent and Neutral Role**

- Not Advocates for Project or Palmaz

Napa County ALUC Review Policies

- **Section 2.3 – Plans for New Airports or Heliports**
- **Policy 2.3.1 - Focus on Impacts on Surrounding Land Uses:**
 - Noise
 - Safety
 - Overflight
 - Height Limits
- **Other Environmental Impacts Are Not in ALUC Scope**

Napa County ALUC Review Policies

→ **Policy 2.3.2 – Review Shall Examine Relationship Between Land Uses and Impacts of Proposed Facility**

→ **Key Question:**

Would the existing or planned land uses be considered incompatible with the airport or heliport if the latter were already in existence?

Napa County ALUC Review Policies

→ Policy 2.3.2 - Second Key Question:

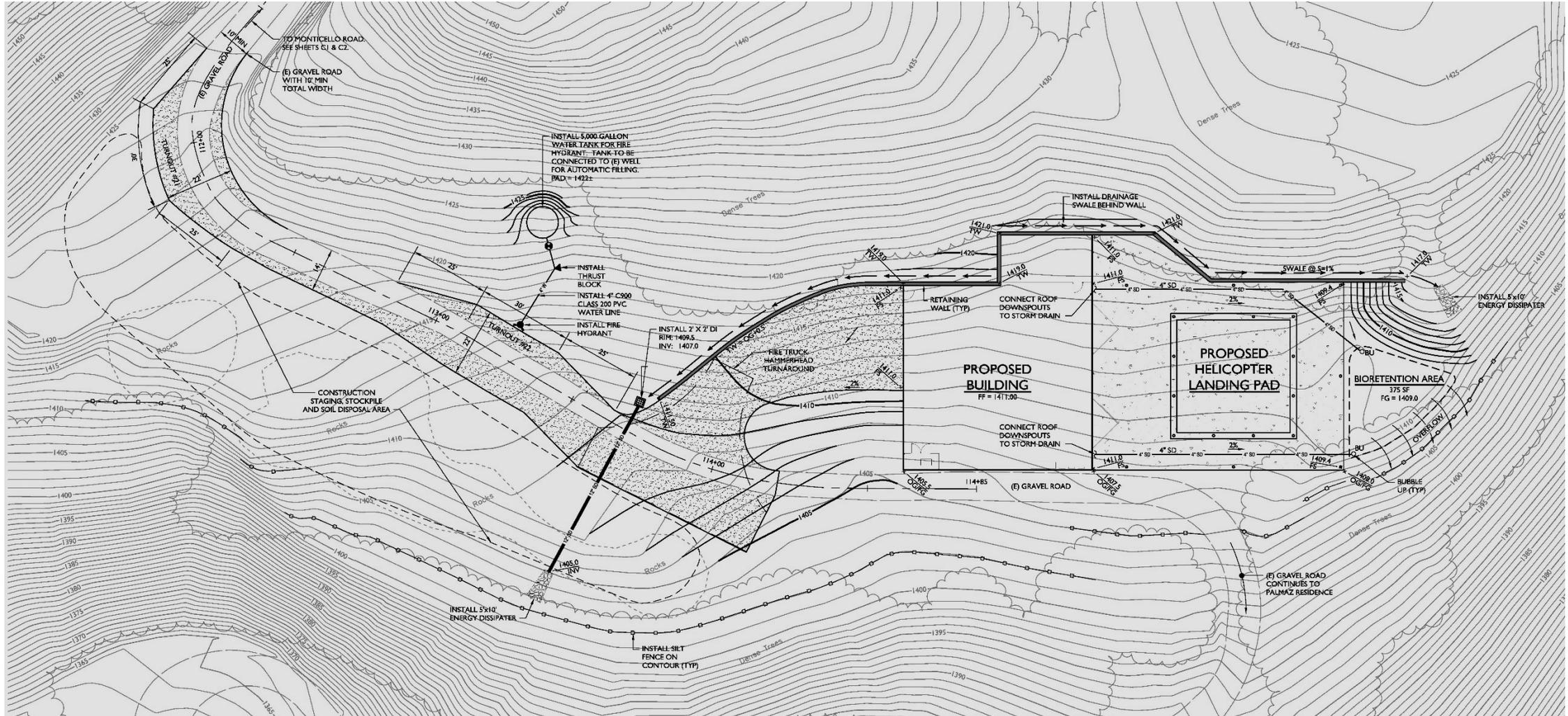
What measures are included in the airport or heliport proposal to mitigate the noise, safety, overflight, and height restriction impacts on surrounding land uses?

Napa County ALUC Review Policies

→ Policy 2.3.3 – Information Required for ALUC Review

- Location and Layout of Proposed Facility
- Map of Airspace Surfaces
- Activity Forecasts
- Noise Contours
- Map of Surrounding Land Uses
- Identification of Proposed Mitigation Measures

Location and Layout of Proposed Facility



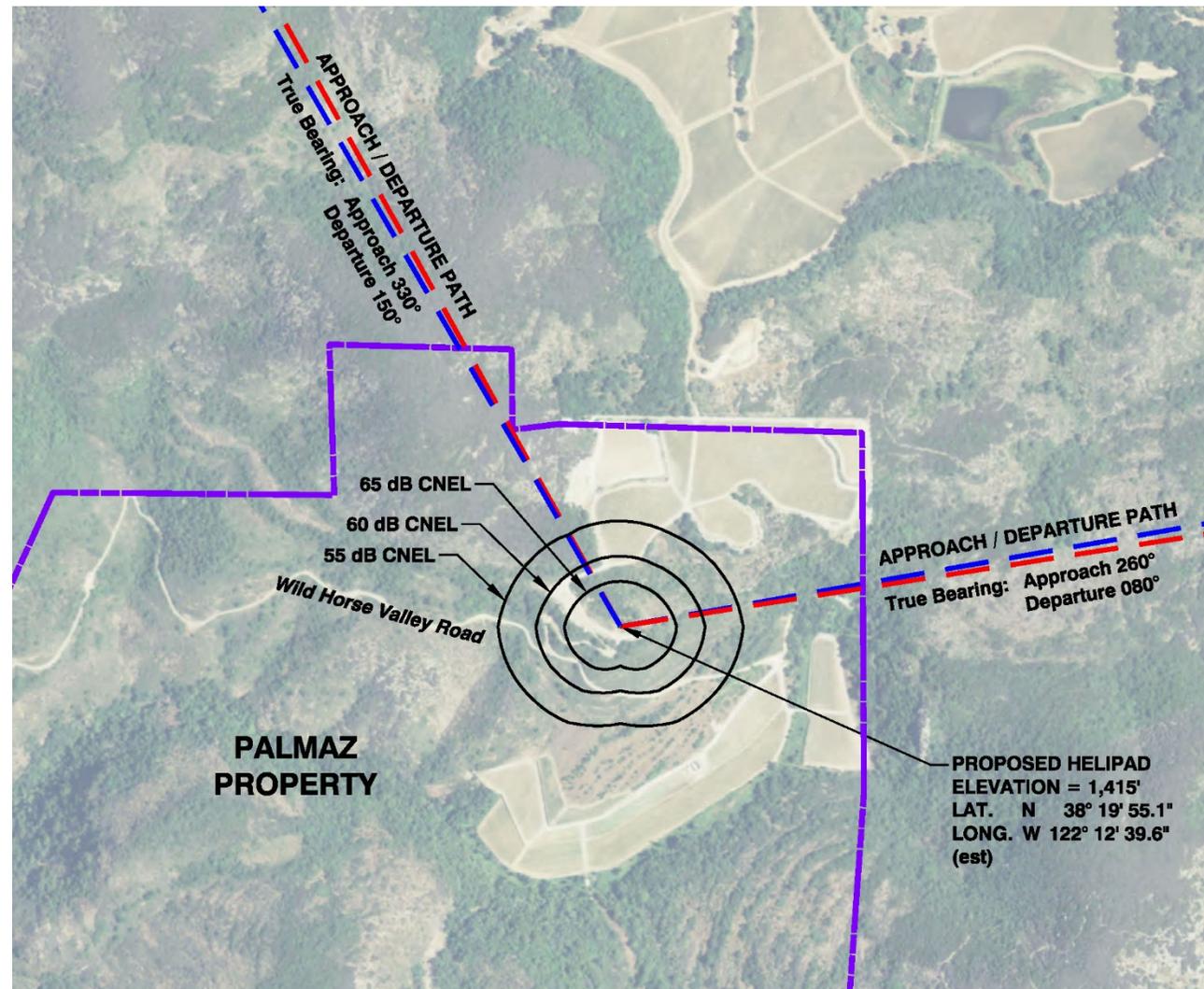
Map of Airspace Surfaces

- **Not Applicable**
- **Required Only When Seeking State Heliport Permit**
- **No Criteria Conflicts in Any Case**

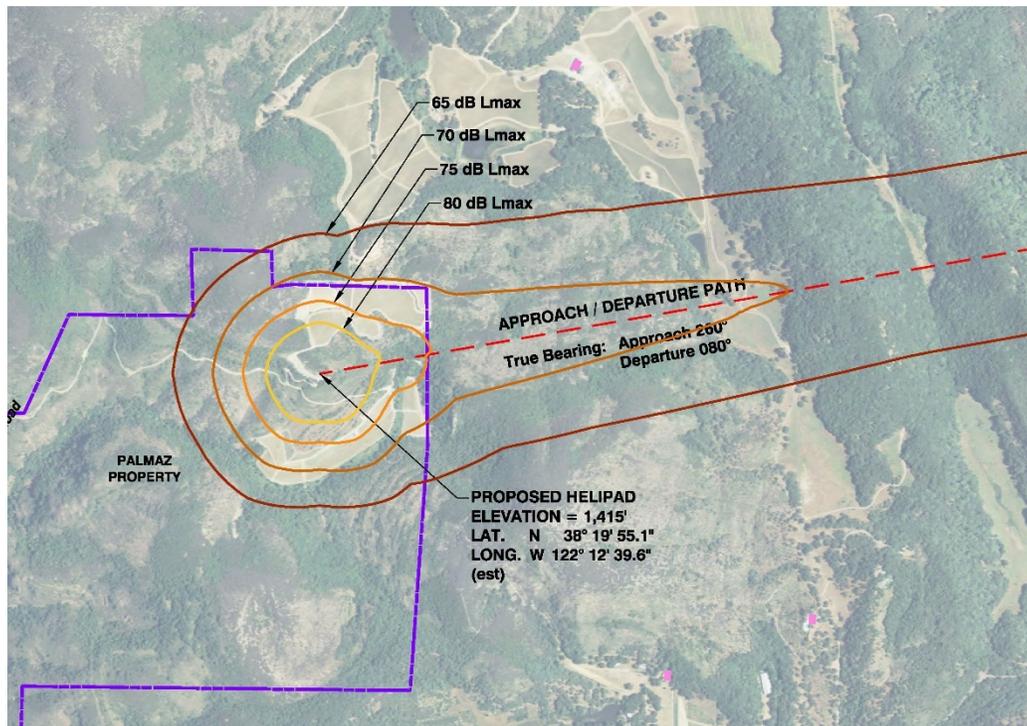
Activity Forecasts

- **Annual Average of 4 Arrivals and 4 Departures per Week**
- **Will Fluctuate Depending on Need, Weather, Etc.**
- **Based on Recent Usage by Palmaz at Napa County Airport:**
 - 92% of operations will be daytime (7:00 a.m. – 7:00 p.m.)
 - 6% evening (7:00 – 10:00 p.m.); 2% night (10:00 p.m. – 7:00 a.m.)

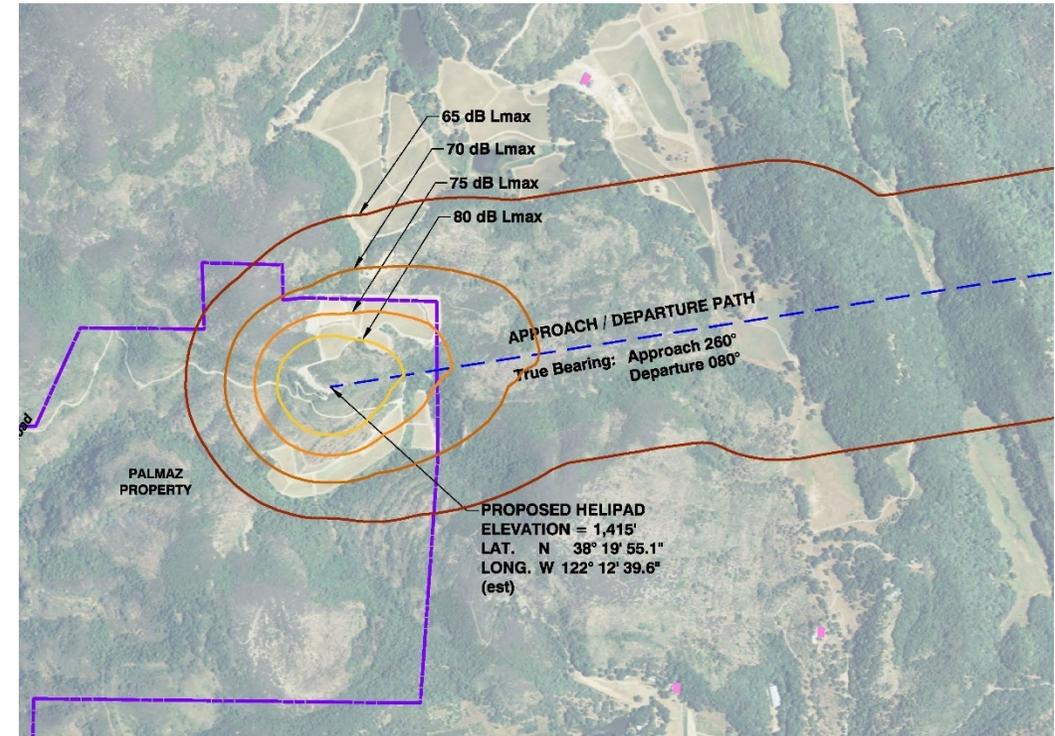
Noise Contours - CNEL



Noise Contours - Lmax

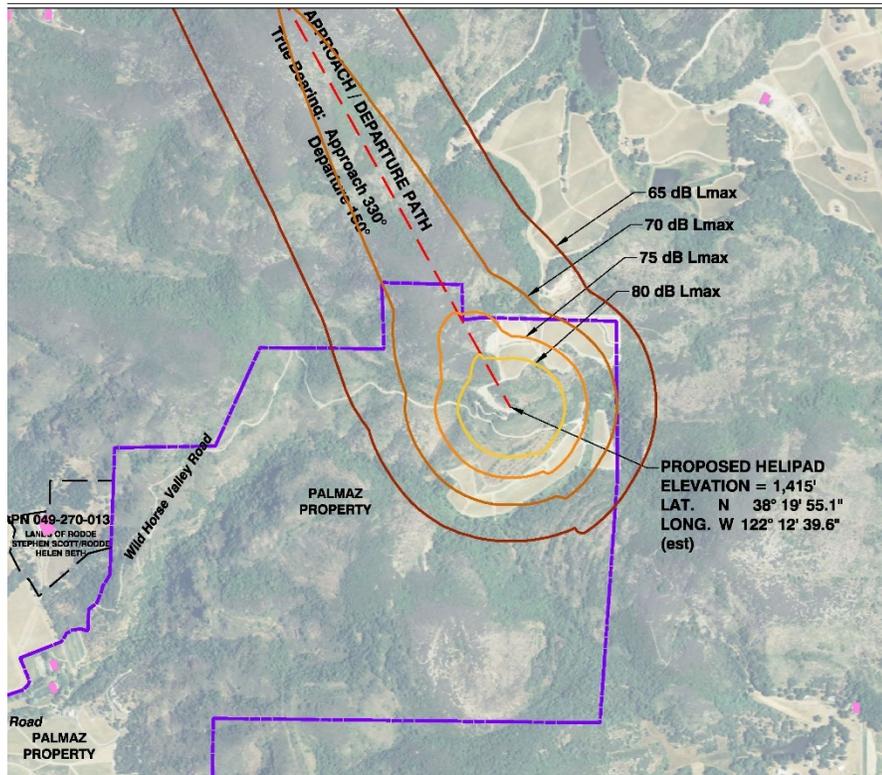


Approaches from East

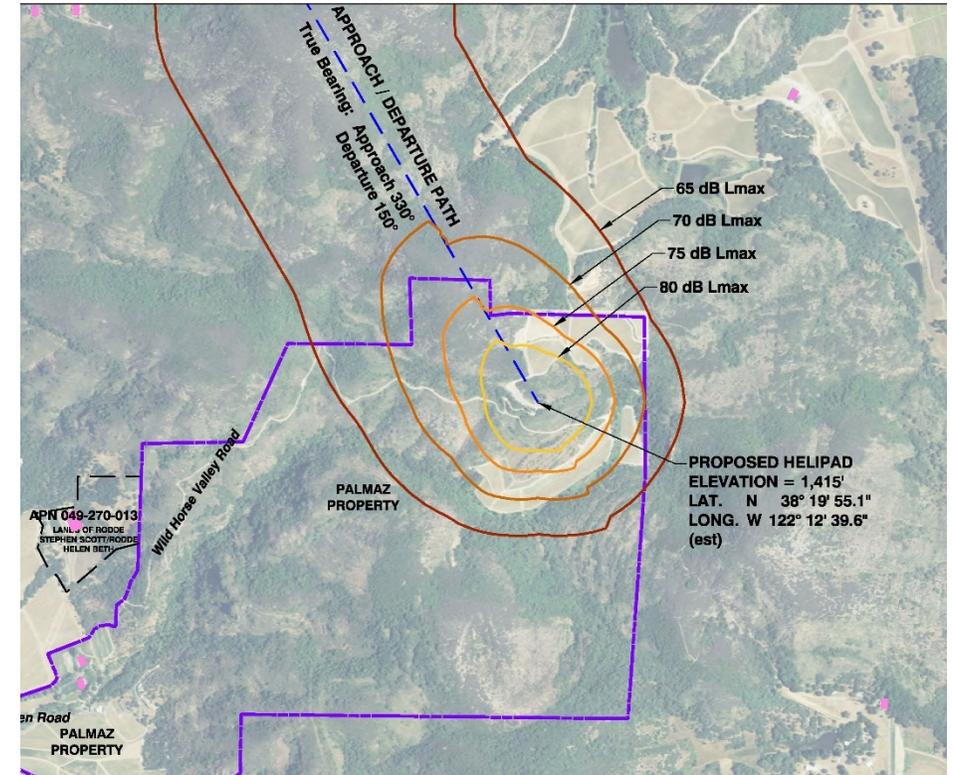


Departures to East

Noise Contours - Lmax

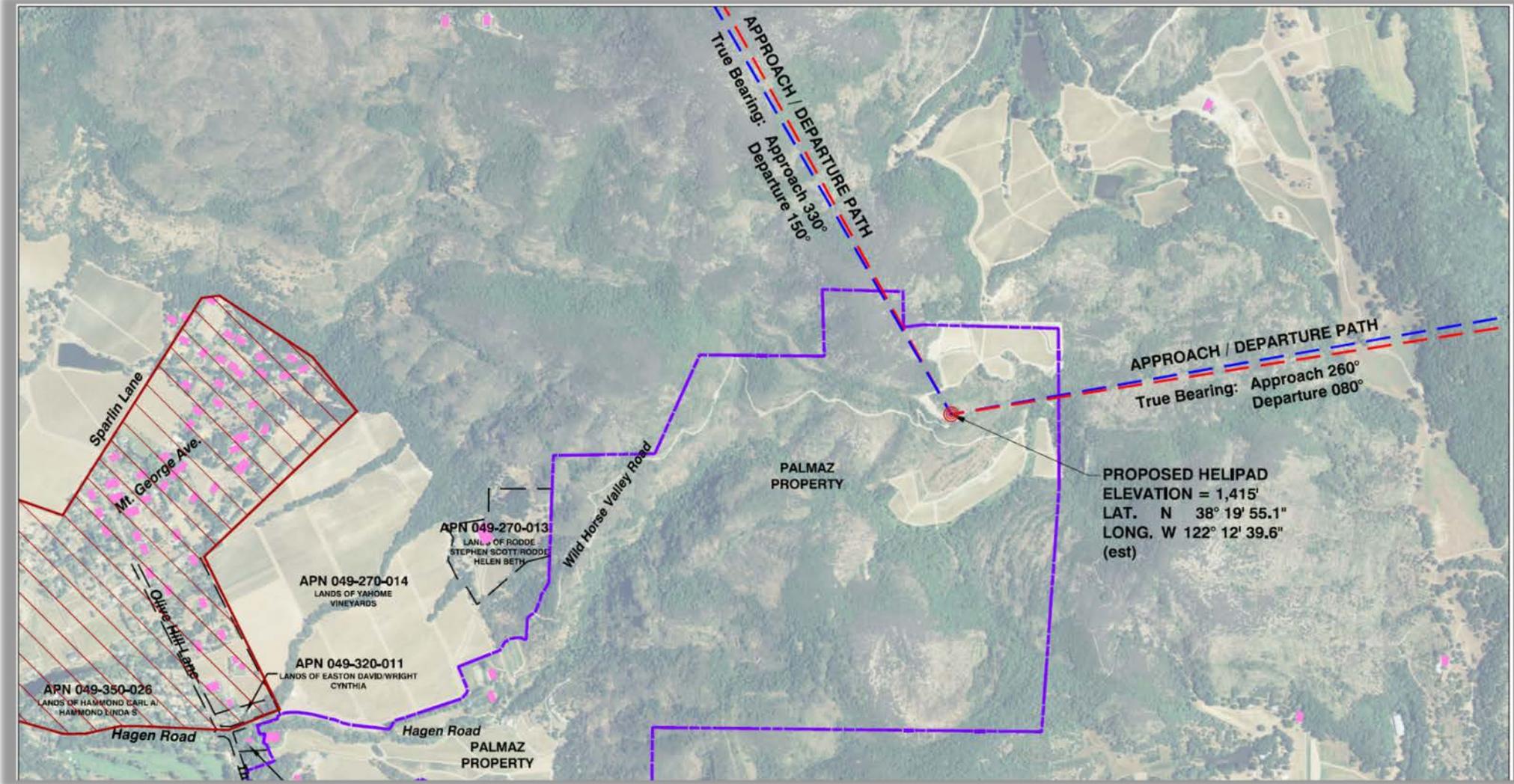


Approaches from Northwest



Departures to Northwest

Surrounding Land Uses



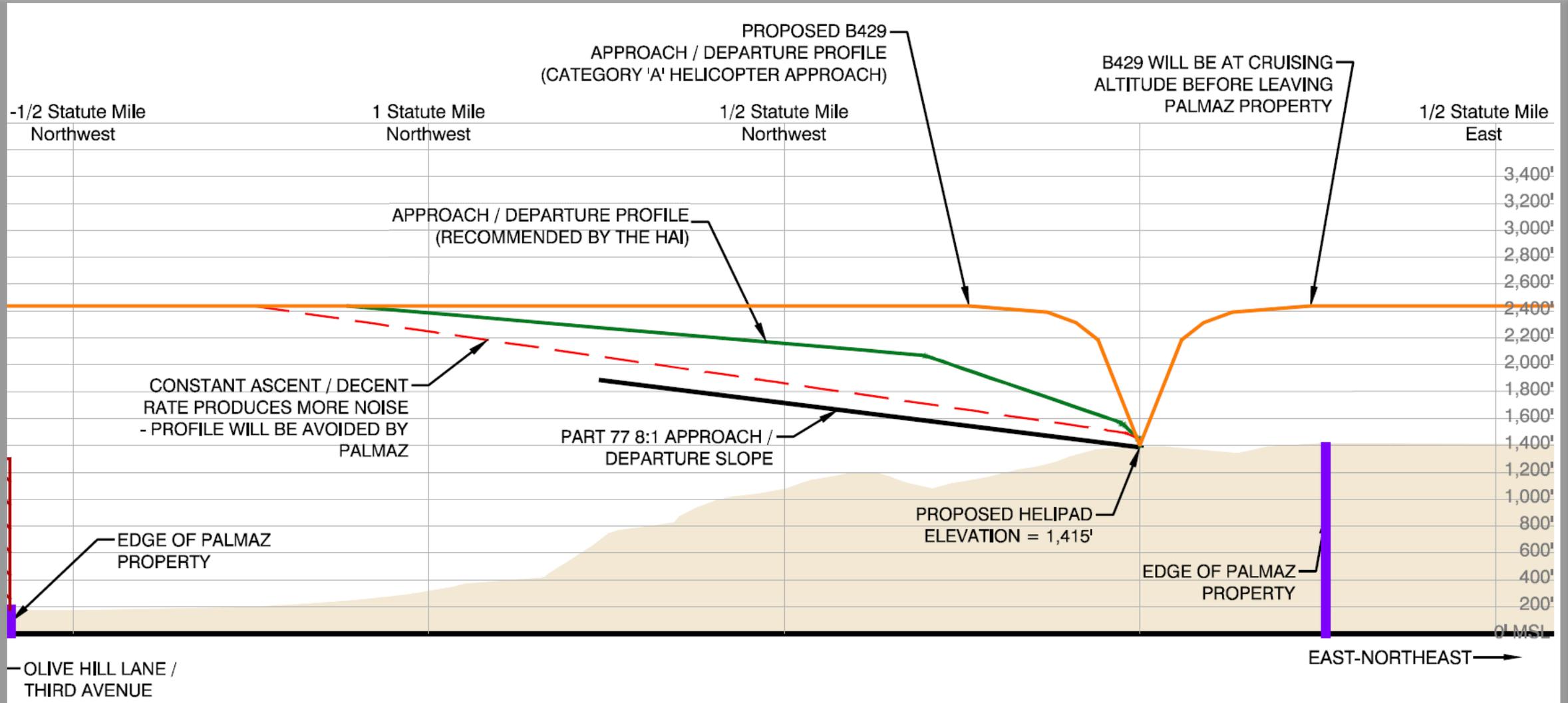
Measures to Minimize Impacts

- Helicopter Type
- Arrival and Descent Profiles
- Flight Track Location
- No-Fly Zone

Bell 429

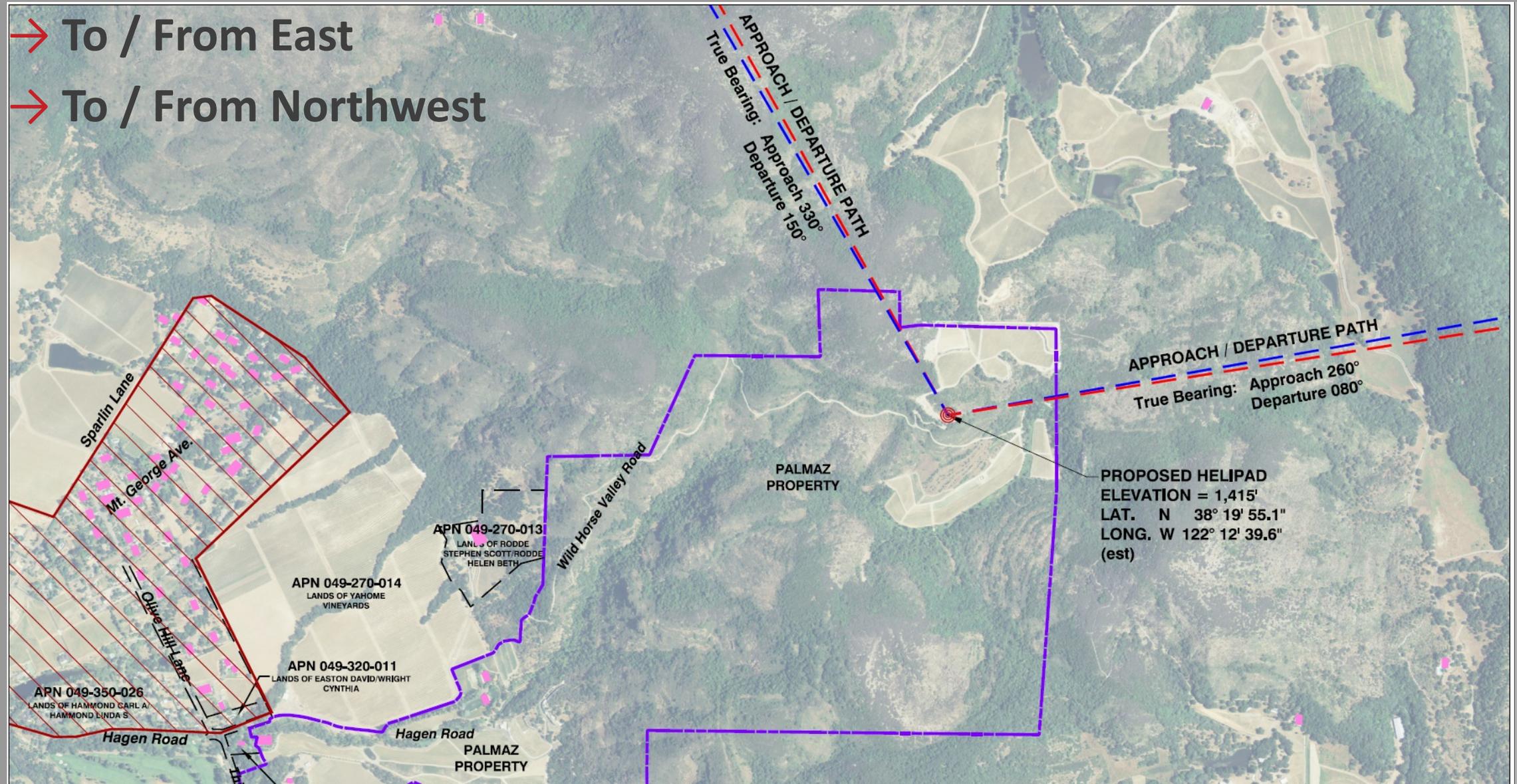


Operating Profile



Proposed Flight Tracks

- To / From East
- To / From Northwest



Fly Neighborly

- No Fly Zone
- Approach / Departure Paths Over Uninhabited Areas
- Flights at 1,500 Feet Above Ground Level
- Steeper Approach and Departure Profiles

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Thank You
