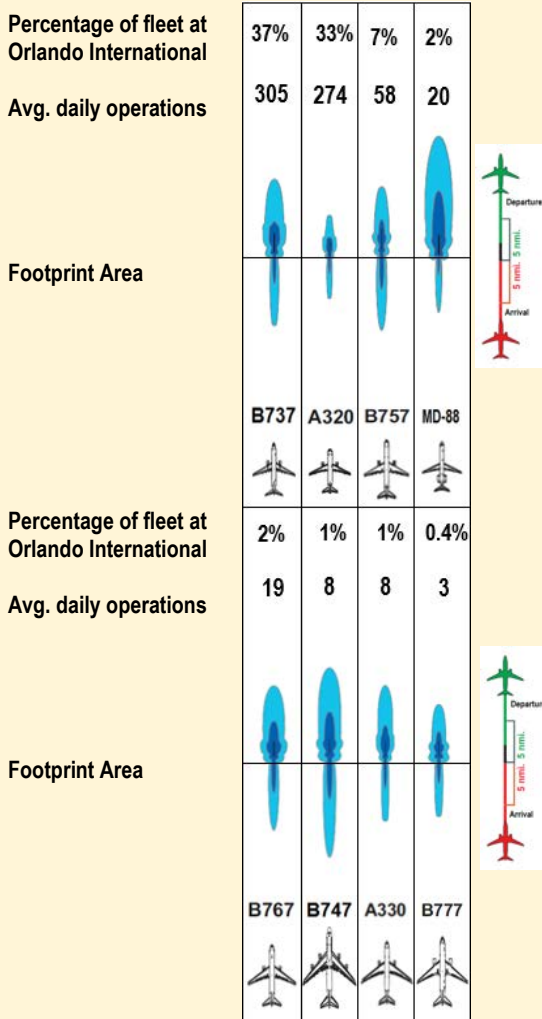


MCO Aircraft Noise Comparison



Aviation Noise Abatement Committee

This volunteer citizen committee reviews noise complaints and recommends changes in aircraft operational procedures to reduce aircraft noise in the community. The ANAC was established in 1978.

The ANAC is technically supported in an advisory capacity by GOAA's Noise Abatement Officer, the FAA's Orlando ATC Tower personnel, land planners from local jurisdictions and noise/land use consultants.

Public meetings are advertised and held monthly.

Noise Abatement - Frequently Asked Questions

Why do planes fly over my house?

Depending on where you live, aircraft may be flying overhead as a result of standard air traffic control procedures. Traffic patterns are designed to allow safe and efficient operations within our nation's navigable airspace. Routine airfield maintenance or weather conditions may require changes in traffic flow patterns.

For safety reasons, airplanes land and take-off into the wind and must follow published procedures and air traffic control routing and sequencing instructions. Arriving aircraft will typically line up with the runway many miles away then make their final descent approach to the runway via a three-degree glide slope from the runway end. This translates to about 300 feet of descent altitude for every mile flown. In other words, if an aircraft is three miles from the arrival end of the runway its altitude will be approximately 900 ft.

Why do some planes fly lower than others?

Aircraft have different climb capabilities due to their size, payload, engines and aerodynamic performance. Large aircraft will often appear lower and slower than smaller ones even when they are travelling at the same altitude and air speed. Altitudes are assigned by ATC throughout the route of a flight to ensure that aircraft remain separated from one another.

Who controls aircraft flight paths?

The FAA is solely responsible for the routing and sequencing of aircraft in the airspace and on the ground. Once an aircraft departs from an airport, the airport no longer controls the movements or actions of the aircraft.

Can airports restrict aircraft from flying over specific neighborhoods?

No. Although the FAA and the Greater Orlando Aviation Authority coordinate activities frequently, airspace control and management is the sole responsibility of the FAA. Any change in departure or arrival flight paths can only be approved and implemented by the FAA.

Can MCO reduce its hours of operation?

No. MCO operates 24/7. The airport cannot restrict access to various aircraft types nor can it impose operational restrictions outside of federally mandated requirements.

How is aircraft noise measured?

The FAA uses computer modeling to predict the noise impacts (in decibels) generated by aircraft operations. When measuring aircraft noise levels in a community, a 10db penalty is added to aircraft operations conducted between the hours of 10:00 PM and 7:00 AM.



Noise Abatement Office
Orlando International Airport
One Jeff Fuqua Boulevard
Orlando, FL. 32827-4399

407-825-2674 | www.orlandoairports.net

Greater Orlando Aviation Authority

NOISE ABATEMENT



This brochure provides information about aircraft noise and operations at Orlando International Airport (MCO) and Orlando Executive Airport (ORL).

Managing the impact of aircraft noise for individuals living in the vicinity of the airports is of primary concern for the Greater Orlando Aviation Authority.

- ◆ A full-time Noise Abatement Officer is on staff to provide information and respond to complaints filed to a dedicated phone line and website.
- ◆ The Authority operates a noise and operations monitoring system, and our website hosts a flight tracking system that allows the public to follow, capture and review flight activity around MCO and ORL in near-real time.
- ◆ The Aviation Noise Abatement Committee (ANAC) advocates for the community on issues involving noise.



MCO and ORL are part of the National Airspace System. MCO is one of the busiest airports in the nation, providing service to cities throughout the U.S. and the world and generating \$31 billion in annual revenue for Central Florida. ORL is a major General Aviation facility that accommodates private and business aircraft, air ambulances and helicopters.

Aircraft Noise Exposure

Aircraft noise exposure can extend miles beyond the limits of an airport. Most noise impacts occur when aircraft are on their final approach to, or initial departure paths from the airport.

Since there is a wide range of sensitivity to noise, the perceived extent of noise annoyance for an individual is largely dependent on his or her personal reaction to it.

The noise heard at any given point on the ground can also vary widely due to a number of factors.



Aircraft Factors

- ◆ Owing to advances in engine technology, newer jet aircraft are quieter than older ones. The FAA requires that civil aircraft comply with increasingly strict international standards of engine noise levels in order to fly within the National Airspace.
- ◆ Generally, departures are louder than arrivals because aircraft need more engine power to attain a safe level of flight.
- ◆ Aircraft departing for distant destinations are louder than those traveling to closer destinations because their rate of climb is hampered by the greater fuel load.
- ◆ An aircraft operating at night is generally perceived to be louder than it is during the day. Ambient noise lessens in the evening and a person's sensitivity to noise is greater during sleeping/relaxation hours.

Weather Factors

- ◆ Aircraft must take off and land into the wind. Air traffic controllers determine whether operations at MCO will occur to the north or the south.
- ◆ Low cloud cover may increase the noise level by reflecting noise back to the ground.
- ◆ Aircraft may be directed to fly outside of normal arrival and departure routes to avoid thunderstorm activity.
- ◆ Limited visibility may require aircraft to fly longer approaches.

Glossary of Terms

DNL (Day-Night Sound Level)—The relative intensity of sound measured in decibels on a weighted scale. DNL represents noise exposure events over a 24-hour period.
FAA—Federal Aviation Administration
ANAC—Aviation Noise Abatement Committee
ATC—Air Traffic Control
GOAA—Greater Orlando Aviation Authority

Noise Abatement Program Summary

Noise abatement programs established at MCO and ORL include noise exposure reductions established through:

- ◆ Operational procedures
- ◆ Federal Legislation
- ◆ Compatible land use plans

Most airport operating procedures have been in effect since the late 1970's and early 1980's.

Federal Legislation mandated air carrier/air cargo and aircraft manufacturers abide by stricter noise standards as of 2003.

GOAA has acquired property in high noise exposure areas to improve the compatibility between off-airport land use and aircraft overflight activity. In addition, certain areas around MCO and ORL are subject to aviation easements, waiver of claim and/or notice of aircraft activity.

MCO / ORL NOISE OVERLAY ZONES

- ZONE A – 70+ DNL
- ZONE B – 70 DNL
- ZONE C – 65 DNL
- ZONE D – 60 DNL
- ZONE E – 55 DNL

