

DENALI NATIONAL PARK AND PRESERVE AIRCRAFT

OVERFLIGHTS ADVISORY COUNCIL

September 8, 2008

10:00 a.m. to 5:30 p.m.

COUNCIL MEMBERS:

Mr. Paul Anderson
Ms. Nancy Bale
Ms. Erika Bennett
Lt. Col. Scott Babos
Mr. Tim Cudney
Ms. Nan Eagleson
Ms. Joan Frankevich
Mr. Tom George
Ms. Sally Gilbert
Mr. Brian Okonek
Ms. Suzanne Rust
Mr. Charlie Sassara
Ms. Miriam Valentine

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P R O C E E D I N G S

MS. VALENTINE: We do have a quorum, and so we could note for the record that a quorum is present.

MS. GILBERT: And Nan Eagleson is not here, but she will be here shortly.

MS. VALENTINE: Paul I just saw. He'll be here, too.

MS. GILBERT: Before we start off with your presentation, Jerry, if you don't mind, we should have a short sketch. And if it drags on, we can postpone it until later about the participation of the federal agency representative -- well in particular Scott, who is a formal appointee, and Dan, who hopefully will -- from FAA, who hopefully will soon be a formal appointee, that the -- they were interested in how -- you know, their concern is sort of fellow federal agencies with the Park Service.

If that constrains them in some way, you know, in terms of, you know, the federal government supposedly trying to speak with one voice and not trying to get in the way of each other and sort of sovereign federal agencies. And I don't see that as an issue in this forum.

To the extent that we use voting, which is where it might become an issue, just to summarize we have -- if there's a proposal on the table, the first -- everybody has four choices. First is an enthusiastic yes. The second choice

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is it's acceptable, I can live with it. It doesn't mean you necessarily like it, but, you know, there's no objection. And the third one is I'm opposed. That drops the line to a negative.

And the caveat with that is it's an opportunity for minority report when consensus can't be reached. It's also a -- kind of a heads up that there may be unresolved issues. And then the fourth answer is I need more information. So that's not a yes or a no, it's just that I'm not ready to deal with this question yet.

So anyway, those -- so they're not -- it's not a kind of a yes-no kind of a thing. And for the most part, I think their participation is not -- like, I can't imagine the way we want to operate as a group that we would put either one of them in a position of, you know, we are going to recommend that there be absolutely no, you know, military overflights over, you know, any part of Denali National Park ever, no matter what, and let's have a vote on that. You know.

I mean, that would put Scott in a difficult position. For one thing he can't control that action, so I can't see us doing that, but where their participation is very valuable, and I'll use Dan for an example on this one, is we may have recommendations -- I can well imagine us having recommendations that relate to information outreach, you know, that we come up with stuff.

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You know, sort of like FAR, they got notes on their charts that the Park Service recommends to fly -- I believe that's the right to fly at 2,000 feet above ground level. That's on the chart, isn't it?

AUDIENCE MEMBER: There's a recommendation from the park, I believe.

MS. GILBERT: Okay. Is it not.....

AUDIENCE MEMBER: It's not a regulation.

MS. GILBERT: Okay. No. Yeah. But even if it's an advisory, there isn't -- there isn't something on.....

AUDIENCE MEMBER: You know, I would have to go look at what's -- you know, some of the advisories are here in the area.

MS. GILBERT: Yeah. Okay. Okay.

AUDIENCE MEMBER: Or what flight service would recommend or.....

MS. BENNETT: There's nothing printed on the sectional chart.....

MS. GILBERT: Oh, okay.

MS. BENNETT:that most pilots have in their airplanes.

MS. GILBERT: Okay. Well, that's good to know.

AUDIENCE MEMBER: Right. And I believe there's no note tabs. I believe there's recommended roofs, probably elevation, recommended elevation.

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(Multiple speakers)

MS. BENNETT: There's what's called the Airman's Information Manual, AIM, and it is a -- it is a recommendation -- it is a -- it's only a request from the Park Service.

MS. GILBERT: Okay. Okay.

AUDIENCE MEMBER: Nonregulatory.

MS. GILBERT: Right.

MS. BENNETT: Non.

MS. GILBERT: Right. Anyway, so I can imagine that there could be something that could, you know, influence that kind of information that's already out there in one shape or another. And so if that becomes one of the things that we want to talk about, then it's really important for Dan and Erika and others to know about these things to be able to provide information of how this works. Because as you can tell I don't know how it works.

And to, you know, let people know what sort of -- what FAA does, what they don't do, what the difference is between regulation or an advisory or an application and from who. You know, so to sort of ground truth our recommendations so that Dan could tell you, you know, that -- you know, you can recommend that, but based on my experience, I don't think FAA is likely to go for it because they don't usually do that kind of thing.

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Or that's interesting, it has never been done before, you might want to try it, maybe this is precedent setting, we want to try this new creative option. Or yeah, I've seen that done before, so that's probably something that, you know, you could recommend.

I mean, obviously Dan is not the decision-maker for FAA. Because this is all about recommendations. So he can help us make an informed recommendation that we're -- so that we understand, you know, what the rules of the game are. If we're projecting a recommendation to another agency.

And, of course, we're also not supposed to be -- I mean, technically we're only making recommendations to the Park Service. So in the long run, whether we have the recommendation to the Park Service to recommend to FAA, I don't know how that's going to work, and it's not worth my mind worrying about that at this point.

But anyway, but if there is something that ultimately gets to FAA that -- so they can contribute some kind of solution or participate in a solution, then Dan can help us figure out what that might be without saying yes or no it's absolutely a good idea.

And the same with Scott. Scott can do that too with, you know, what's -- you know, how do they work, and what do they respond to, and so -- you know, I'm not sure how much we're going to be able to get into the overflight stuff. I

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mean, the military overflight stuff.

But -- anyway, so what we were just talking about before the meeting is I was encouraging them to participate, you know, in our group discussion and that they -- as -- none of us need to be completely constrained by our little appointee boxes. We're all people, and we all share values that we've been really learning about in the last -- our last two meetings, that -- you know, I don't think -- you know, it's important for us not to box ourselves in individually.

And, you know, like Joan was saying yesterday, she appreciates flight seeing, and she appreciates quiet on the ground. So to try and box her into saying she's only allowed to participate from one or the other perspective, it's -- you know, it's really not appropriate. So all of us can bring all of our -- you know, our human judgment and our professional knowledge to the table, you know, without our hats on, I think.

That's what I'm -- would like to see.

So anyway, does that address your questions or concerns?

MS. RUST: Sally, thank you. That was very good.

MS. GILBERT: Okay.

MS. RUST: Because, you know, there was a discussion last night, just in clarifying, because I think it's really important.

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MS. GILBERT: Uh-huh. Okay.

MS. FRANKEVICH: I guess I'm still a little confused. The question was whether the two federal representatives are full participants, and the answer is yes, they're full participants?

MS. GILBERT: Yes.

MS. FRANKEVICH: I'm assuming Dan isn't in until he's approved, but.....

MS. GILBERT: Right. Right. But he can still -- he can still definitely function in his informational role in the meantime.

MS. RUST: But why -- the question came up because Scott and I were talking last night, and just about how they should weigh in and what -- and I think it was, to both of us, kind of unclear, and it was good that Sally -- this discussion happened because it's clarifying. Because I think it is -- it is appropriate to keep in mind the people we're representing. But we also bring to the table other experiences that are valuable.

MS. GILBERT: Right.

MS. RUST: I mean, that's the real world. We're bringing other things in, and we need to hear from everyone. Because Scott will have experiences as a private pilot, Dan will have experiences as an operator of an air taxi. And, I mean, those still are very relevant to what we're doing

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here. Not just that one hat.

MR. GEORGE: And as a visitor on the ground.

MS. RUST: That's right. Absolutely.

MS. GILBERT: So, Dan and Scott, are you comfortable with this discussion and.....

LT. COL. BABOS: Yes, and I appreciate it. I am.

MS. GILBERT: Okay. Okay. Well, we've got some other stuff along those lines that are sort of procedural things, but I think we should defer those until after the briefing. So go for it, Jerry.

MR. WITHERS: Are you guys going to move around?

MS. GILBERT: Oh, yeah, we are.

MR. WITHERS: All right. Well, it's good to be back with all you guys. It's been a little while. For those that I haven't met, I'm Jerrod Withers. I've been working on the sound monitoring program in the park for three seasons now. This is the third. And I'm going to start -- all ready to go. Work. Oh, there it goes. Okay.

So when I was here yesterday, it occurred to me that not all of you have seen the soundscape monitoring spiel before. So I'll do a quick recap of what we do to monitor the natural sound in the park and how we do it. I'm going to talk to you about an acoustic live -- or park live acoustic data

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that we've collected and analyzed in the last five years or so.

I have to apologize I broke my promise that I made to you guys last time in that the data from 2007 is still not yet completely analyzed, and those of you that were out with me this morning Googling all of the new equipment, the only downside to the equipment transition that we're in right now is that the data -- or it stores data in a different format, which breaks all our analysis programs that comes to the numbers.

And I attempted, and was not successful at rewriting those programs. So right now we're in the process of bringing somebody on on a subcontract or a seasonal employee with programming savvy that can redo those, and as soon as that's done, we'll be able to crunch those numbers.

Something that I think will be of interest to everybody in one way or another is we had a monitoring station at Kahiltna Pass last year, in 2007, that was there for 13 days during the climbing season. And I just want to take a close look at that data with you guys and -- just so you can see, I guess, what it sounds like on the ground and what the conditions are at that site, and then just -- and discuss the results of that analysis with you.

So a quick review, this is the equipment that we used to collect sound acoustic data in the park. This is

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the system that we're transitioning out of. The new systems do all the same things. They're just lighter, smaller, more power efficient, more reliable. They -- the stations have microphones and sound level meters that collect decibels, sound levels, and special and broadband sound levels, and collect audio recordings for the first five seconds of every five minutes that are later listened to by me.

And I identify what I hear in those sound samples, and we use those -- that data to calculate percent time audible and the number of different sound sources that are audible at those locations. The monitoring protocol right now, this is a parkwide, long-term, equalized pro monitoring grid. We adopted this grid for the initial inventory of natural and manmade sounds throughout the park.

Our -- the plan we've been following is to sample six of these points every summer, and then -- and moving on to new points with each summer. The plan also allows for two additional sites to be selected by park management, and those are points of interest that may not fall on the grid, and that also provides an avenue for resampling sites on a faster time line than it takes to get through this whole 60-point grid. Once you do six points here, it takes ten years to cover the entire park. And so we can use those management selected sites to resample certain points faster and get early indications of trends, if desired.

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So I mentioned the five seconds every five minutes recordings. Those are used to quantify percent time audible, mostly. Also, the equipment records event-triggered audio recordings, so depending on the natural ambient and the location of the site, we set the threshold that triggers those recordings between 50 and 70 decibels.

And the reason it's variable is because at really windy locations, we have to make it louder so that we don't get wind-triggered events constantly and it fills up the memory or it makes the equipment shut down. So it has to be above that level for at least five seconds, and it records a recording of that for as long as it stays above that level.

And we basically use that just to keep track of anything that the five seconds, every five-minute intervals miss. You know, because things could happen in between, and, as well, we're particularly interested in a lot of things. But these recordings aren't used to quantify percent time audible or -- or really they're not used that heavily to build sound profiles for locations. They're more just kind of -- I mean, what it ends up being is a recording of every plane, or if they're close to the road, every vehicle that drives, by and it's more like a count.

And then the sound levels that are recorded by the sound level meter, they're special and broadband, and what that means, special sound levels are a loudness for each

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frequency in the whole top, and the whole audible range is 20 hertz to 20,000 hertz for humans, roughly. And then a broadband sound level is one number that represents the whole everything you hear.

So what -- most of the time we talk about broadband when you say 40 decibels or 60 decibels. That's a broadband number, and that -- that's a summation of all the things you hear at all the different frequencies during that time.

So I did an analysis in the wintertime. We analyzed every other day for one month. Or one month of data, but every other day during that month. And the way -- the reason we do that is to have a long enough time line that variations in weather that heavily affect the sound conditions at all locations. We get -- so we don't -- you know, it's often cloudy or rainy for a week or two weeks at a time.

So doing it over a month on average is enough to get some days of every different type of weather that we get during that season, but not so long that it glosses over seasonal variation that you get between early summer and late summer, or late summer and fall.

The systems are all calibrated for human hearing, which means what the listener hears on the headphones when they're doing the analysis is as close as we can make it to what you would hear if you were standing there when the

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recording was made. We don't crank up the volume and listen real closely for things that you wouldn't be able to hear if you were standing there.

And then something that we did this morning for those of you that came out on the hike, we do attendant field listening, both right next to the stations, and that's more of a quality control check, I suppose, we -- I'll log what I hear for an hour while the station is also logging, and then analyze the data from that hour from the station and compare it, and see if what I heard while I was there was what the analysis generated as well.

So a quick recap on the soundscape indicators and standards. Nancy talked about these yesterday. We have three indicators: percent of hour motorized noises audible, the number of motorized noise intrusions per day that exceed natural ambient, and the maximum motorized sound level. And then these are the specific standards. We'll keep these in mind when we're looking at some of the maps of acoustic data that I've compiled.

So something that the committee asked for in your request for information is to move away a little bit from speaking of -- speaking in terms of the sound standards. And we talk about -- we talk about the data that's collected. And I think that's -- that's good. It's mean- -- those are meaningful numbers. But I'd say I have to caution or qualify

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these numbers with a statement that the -- all the sound standards, except the first two sound standards have a time component built into them.

So there's a temporal resolution there that when you -- when you talk about exceedance of a standard that has a time component, it's more informative than just an average -- you know, talking about the exceedance of a percent time audible standard tells you more than just knowing the average percent time audible. But that doesn't make the average percent time audible not meaningful.

So I want to share that information with you guys, and these maps are going to look a little familiar. They're very similar to what I showed you last time, just the numbers are changed. And they'll require a little bit of explanation just like they did before.

So what we've got here, map of the park with a different management, the back country plan management zones indicated in different colors. And the numbers inside -- these are the stations -- the colored numbers are the ones that have been sampled, the gray-and-white ones are the ones that have yet to be analyzed. The number inside the dot corresponds to the year that that station was sampled -- or that location was sampled in the summertime for all of these. And the color of the dot, again, like before, corresponds to the percent exceedance of the standard.

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But the percentages that are noted in the boxes are the average percent time audible for motorized noise for that site. And this is over a month for almost all these sites. So this.....

MR. GEORGE: In the winter?

MR. WITHERS: No, in the summer for all of them. So these averages include days that have lots of motorized noise, and days that had none at all. So these -- these aren't maximum numbers, they're average.

AUDIENCE MEMBER: Is this 24 hours a day?

MR. WITHERS: This is 24 hours a day. That includes nighttime as well. And this is -- this is what we've got, I guess.

MS. GILBERT: So could you pick a dot and explain -- just sort of walk through what it means in context.

MR. WITHERS: Sure. So this dot here is toe of the Ruth Glacier. It's in the high-impact management zone. And it -- the average percent of the 30 days we sampled, the average percent time audible for a day was 14.5 percent of that day.

AUDIENCE MEMBER: Hold on. I thought it was feet. Maybe I'm misreading this. Is it -- it's not.....

MR. WITHERS: This is not an exceedance, but the color of the dot, like if you look at the legend, that corresponds to an exceedance. But the percentages noted are

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average percent time audible over the sample period.

AUDIENCE MEMBER: What is the standard quiet? Normal is always the standard?

MR. WITHERS: No, there is no standard for average percent time audible, so we're outside of the realm of the standards now. There's a -- there's a standard for percentage of an hour that motorized noise is audible, but not percentage of a day or a whole month that was sampled. So the standard for the percentage of an hour noise is audible at this location is -- help me out, Nancy.

AUDIENCE MEMBER: 50 percent is very high, right?

MS. BALE: Oh, you want to know what the standard is?

MR. WITHERS: Yeah. I can back up here.

MS. BALE: I'm looking it up.

MR. WITHERS: Oh, there it is. 50 percent of any hour is below the standard. It's less than 50 percent of the hour that it's below the standard.

AUDIENCE MEMBER: And so for that standard, it was measured at 14 percent, so it's well below the standard.

MR. WITHERS: The average is 14 percent, but there are plenty of hours that were over 50.

MR. GEORGE: Yeah. So two different values.

MR. WITHERS: This is a 24-hour.....

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MR. GEORGE: Right.

MR. WITHERS:average.

MR. GEORGE: So what this is telling us is, is over a 24-hour period of time, what percentage of the time you had audible?

MR. WITHERS: Yeah. On an average day.

MR. GEORGE: Yeah, on an average day. So this is just a relative measure of audible -- presence of audible manmade sound.

MR. WITHERS: Yeah.

MR. GEORGE: At each of these locations.

MR. WITHERS: And some of the caveats that go along with this, I suppose. would be that, you know, from an impact perspective most backcountry users or -- I guess wildlife would be, but from a backcountry user perspective, most people don't spend 30 days out in the backcountry.

MR. GEORGE: Right.

MR. WITHERS: They're more there -- they're there for a shorter period of time, so the variability in the measurements, I suppose, is lost. And the variability is what would have potential to really impact people on the ground. And if they happen to be there during two sunny days where there's lots of activity, the percent time audible will be much higher than the average of 30 days that has days and nights where no flying occurred included.

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AUDIENCE MEMBER: Does the dot -- the color of the dot on there in this particular case indicate that that percent exceedance is between 1 and 20 percent of 60 decibels?

MR. WITHERS: No, this is not the 60 decibel standard. There's.....

AUDIENCE MEMBER: What is that exceedance of? Do you have a chart here?

AUDIENCE MEMBER: Exceedance of what, then?

MR. WITHERS: So this -- this is just addressing the percent time -- or the percentage of an hour of motorized noise is audible.

AUDIENCE MEMBER: Right. What's the stand -- what's the.....

AUDIENCE MEMBER: Decibel.

MR. WITHERS: And what the exceedance means is that if it's a yellow dot, that means of all the hours that we measure between 1 percent and 20 percent of the hours that we measured were over the standard.

AUDIENCE MEMBER: Of the standard which would -- in that case was.....

MS. BALE: 50 percent.

MR. WITHERS: Which, in that case, is 50, which is the highest.

AUDIENCE MEMBER: Okay. Between 1 and 20 percent of the hours measured?

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MR. WITHERS: Yes.

(Multiple voices)

MR. GEORGE: Was over the 50 percent.

MR. WITHERS: If you'd like to know the exact number of hours, you could do a percentage of the hours measured that were over. I have a map that shows that, too. Those are the ones that I shared with you guys at the last meeting, but they're on here if you guys want to see them.

MS. BALE: Did you just say that you could give us the exact figures for each time -- each dot that has that level of exceedance would have an exact -- a more exact percentage?

MR. WITHERS: Yes.

MS. BALE: That you would have available, but it just would take.....

MR. WITHERS: Yeah. I can -- we'll jump forward to it. Maybe we won't. It's pretty far. Unless you guys want to. Do you want to see.....

AUDIENCE MEMBER: We'll wait until you get there.

MR. GEORGE: Yeah, let's listen to the story. We can come back with questions later.

MR. WITHERS: Okay.

MR. GEORGE: Otherwise, we're going to drive you nuts going back and forth. You might even confuse us.

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MR. WITHERS: So the second standard, number of entries once per day graded on natural ambient. So what you're seeing here in the boxes is the average number of entries once per day over the natural ambient for these sites.

MS. BALE: And that is a -- that's a hard number that relates directly to the backcountry plan standard? Or not?

MR. WITHERS: It doesn't because -- well, it kind of does. It doesn't in that it's not -- the backcountry standard says per day. And so this is the average of 30 days.

MS. BALE: I got you.

MR. WITHERS: So you can -- it does if you want to say that this the -- this is an average day. So you can say that on an average day there are 41.7 entry -- or overflights that are graded on a natural ambient at the toe of the Ruth, and the standard is 50.

MS. RUST: How do you define natural ambient?

MR. WITHERS: Natural ambient is -- you mean how do we measure it or how is it defined?

MS. RUST: Both.

MR. WITHERS: Both. It's defined as the -- how loud the conditions are when no manmade noise is present. So this includes wind, water, all natural sounds. And we measure it by when we -- when there's a noise intrusion, we go back to before -- a few seconds back to where the -- when -- to before

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when that intrusion was audible, measure what the ambient was then under -- when there was no manmade noise happening and compare it to when there was manmade noise happening.

And what -- in reality what -- just from an acoustic theory perspective, if something is -- you kind of get a feel for it, I guess, like -- at most sites on a day that's not horribly windy, you'll be dealing with the natural ambient between 25 and 40 decibels.

And if you work the way -- the way the sound levels are summed -- if you're summing through sound levels, so we'll say the natural ambient is 30, that's one component. And you're summing it with an aircraft that's 60, then the sum of those two is 60. It's weird. And the reason is it's a measurement of energy, and it's an algorithmic scale. And 30 compared to 60 is almost nothing. It's like .00001.

MS. FRANKEVICH: It's not half?

MR. WITHERS: It's not half. So the rule of thumb when it comes to summing sound levels is if the difference is more than 10 decibels between the two you're summing, the result is equal to the latter of the two. Because the quieter one is basically adding nothing. Or it's adding a very, very, very small amount.

So what you can say about -- back to your question, about how do you know when it's louder than natural ambient. Well, you know that if you're -- if what you're

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measuring is 60 decibels and the natural ambient just ten seconds before was 30, you know that it's louder.

And the -- there's an opportunity for a little bit of a deception there, or a trip up, and it's the fact that natural ambient is always changing, and we -- and there's no way for us to measure the natural ambient in the presence of a noise intrusion. There's no way to separate the two. So we have to go back in time, or forward in time to when that intrusion isn't audible and measure the natural ambient.

But then you can make the argument that well, it's not the same natural ambient as it was when there was an intrusion there. And my response to that is if it's a large enough difference, a few seconds earlier or later, then it is probably through the natural ambient. Or that it was louder than the natural ambient. It's a close call, we don't count it as one.

So that's kind of one of the intricacies of dealing with natural ambient and the standard. It's a little tricky.

MS. GILBERT: So, like, in the example when we were out walking around and we heard the plane, but it didn't register as above natural ambient, that would not count in this measurement?

MR. WITHERS: It would not.

MS. GILBERT: Okay.

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MR. WITHERS: So here we're looking at -- this is the one we had. So this is -- these are meaningful numbers. In the Kantishna Hills, an average of 2.9 overflights a day greater than natural ambient. Pretty low volume. Which happens to be why that dot's green, because it's well below the standard.

MS. BALE: Jerry, do you know what hits me, is the red dots are -- it's actually fewer intrusions, but it's an exceedance because of the standard over the old park.

MR. WITHERS: Yes. It's because the standard is much lower.

MS. BALE: So it could be confusing to people that there would be an exceedance with fewer intrusions. But it all has to do with the standard?

MR. WITHERS: Yes.

MS. BALE: Okay.

MR. WITHERS: So the standard here is one intrusion per day. And we have an average of 12.3. So it's breaking the standard every day.

MS. BALE: And then in relation to the standard that the park has established for the Ruth special use area, it seems like at this point, it's not -- at least in terms of number of intrusions, the exceedance -- or the exceedances are not great as presented on this data.

MR. WITHERS: Yeah. Yeah. The -- I think --

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in the high-use corridor.....

MS. BALE: It's dialed correctly.

MR. WITHERS:we're very -- either within or very close to within the standard on all accounts.

MR. GEORGE: What about the point -- 6.2 in the northeast section there? It kind of jumps out at me. What's the sound sources there that are causing that to be high?

MR. WITHERS: My guess on that one, and it's a guess because that data was analyzed before I started working here, is that it's flights from Healy to Kantishna.

AUDIENCE MEMBER: That would be administrative flights in that corridor?

MR. WITHERS: Oh, this includes administrative flights.

AUDIENCE MEMBER: But I mean in that particular right there. In that 6.2, that would be -- that is -- as far as I know, that's none of the tour routes at all.

MR. WITHERS: Yeah, well, this is not tour specific.

AUDIENCE MEMBER: I know.

MR. WITHERS: This includes it.

AUDIENCE MEMBER: But you stated that Healy -- well, Healy's wouldn't apply to that, but -- or that's scheduled one -- or 135 to and from Kantishna is what I meant to say.

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MR. ANDERSON: No, they don't go up there.

AUDIENCE MEMBER: Not Greg's route?

MR. ANDERSON: No, that's way too far north.

AUDIENCE MEMBER: Couldn't that easily be
general aviation?

MR. ANDERSON: That could be -- that would be
general aviation.

AUDIENCE MEMBER: Healy to Minchumina.

MR. ANDERSON: And what's the calendar date on
that one?

MR. WITHERS: That's.....

MR. GEORGE: '04.

MR. WITHERS: '04.

MR. ANDERSON: That could be cars.

AUDIENCE MEMBER: That's the empty trail out
there.

AUDIENCE MEMBER: Yeah, that's not too far
north. That's about the route that Greg's flying.

AUDIENCE MEMBER: Yeah, he goes -- if he goes
around about, it would be in his footprints. But it could also
be cars from the highway.

AUDIENCE MEMBER: I'm actually talking about
the lower 6.2 on the roadside there.

MR. ANDERSON: That's 30 miles from the
highway. So it's not cars.

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MR. WITHERS: Oh, you're talking about here.

MR. GEORGE: Oh, you're looking at different --
oh, okay.

AUDIENCE MEMBER: Yeah. That's why I was like,
that's the -- I mean, because that.....

MR. WITHERS: Yeah, that one would be.....

AUDIENCE MEMBER: You got north in the Stampede
Trail.

MR. WITHERS: There's a -- I can tell you that
there's no -- you can't hear the road from there.

AUDIENCE MEMBER: Okay. So that -- then that
would be either administrative general aviation or Kantishna
air flights?

MR. WITHERS: Yes.

AUDIENCE MEMBER: Okay. But not road traffic,
not busses?

MR. WITHERS: Not roads and busses.

AUDIENCE MEMBER: Okay. That's what I was
referring to. Correction. Sorry.

MR. WITHERS: Okay. Any other thoughts on this
one?

MS. BALE: That's not close enough to the road
for road noise to affect it?

MR. WITHERS: No. It was about three and a
half miles from the road. And pretty windy up there.

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MS. BALE: Is it -- it's east of the Savage?

MR. WITHERS: Yes.

AUDIENCE MEMBER: Can you see the one that's
12.3?

MR. WITHERS: Yep.

AUDIENCE MEMBER: It's Victor 436 right there.
Do you know what that is?

MR. WITHERS: No.

AUDIENCE MEMBER: It's an airway.

MR. WITHERS: What's that mean?

AUDIENCE MEMBER: Well, that's a federal airway
up there.

MR. WITHERS: Oh, yeah.

AUDIENCE MEMBER: Yeah. So without putting
those overlays on that map, it's kind of -- I don't know. I
don't know how to put it. It's like you really aren't putting
a monitoring station underneath the federal airway and then
saying wow, we can -- we can see to that. I mean, that's a
heavily flown airway. 19.6 over there is close to Victor 438.
Why wouldn't you expect all that traffic?

MR. CUDNEY: Well, you probably would, but if
there's any sort of cloud cover in there, that would be
muffled. But it is -- it's a valid point, because that is a
pretty known.....

MR. WITHERS: Yeah, and -- well, in the -- I

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mean, the footprint of the high altitude jet is mild. I mean.....

AUDIENCE MEMBER: Well, there's a lot of turboprops that go back and forth to Fairbanks and Anchorage.

MS. RUST: Yeah, this is like a road in the sky, basically.

MR. WITHERS: Yeah.

MS. RUST: And general aviation following these routes to get from point A to point B. There are roads in the sky that are over the park.

MR. WITHERS: Well, that's -- I suppose that's something that you guys should -- could consider, then. I know that I don't have the ability to tease apart what is -- what's flightseeing and what's general and what's commercial based on the recordings.

AUDIENCE MEMBER: That's a -- what that goes back to is the backcountry planning. There's either an oversight or not an oversight in the development of that country plan. The monitoring developed here is actually he's showing a grid across the entire park, and it's at the policy setting stage of something like an EIS where that gets incorporated. So the design, the sample design, doesn't specifically target or not target any given outline, except for the standards set up in the plan.

So if there's a -- if there's an error, it's in

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the development of the policy of the EIS that set this. And through establishing all of our monitoring across the park, the thought is that we have much better information than last time.

If we -- or if this group or anybody else, you know, really encourages the park to revisit those standards if they were set. What we're trying to do is just see where we are and where we aren't consistently in exceedance of those standards.

AUDIENCE MEMBER: I would like to see, and I want to be careful how we state this, is a lot of the operators have known areas of operation. I don't want to call them routes or designated areas of operation. It would be nice to see an overlay on this. I mean, to where it actually is factual because we -- you know, we all talk to each other and we know where everybody else is, but, you know, it would be some very valid information to overlay this, whether it's 2004 -- our areas haven't changed.

AUDIENCE MEMBER: So we'll show -- the last one today is the parks rep. The park's typical use, and we'll show you how we're tracking it. And then there's sort of an encouraging thing (inaudible) for you guys to give us.

MR. GEORGE: Okay.

MR. ADEMA: And that would be another thing to inform any kind of update to the EIS. But a lot of time and effort went into developing his own EIS, so there's certainly

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hesitation to jump right back into a major flying process like that. But I think through better and better information (inaudible).

AUDIENCE MEMBER: And who are you again?

MR. ADEMA: My name's Guy. I manage the physical resource group at the park.

AUDIENCE MEMBER: I've got a map right here you can look at. There are federal airways that are overlaying the park.

MR. WITHERS: Yep.

AUDIENCE MEMBER: And usages and whatnot, and that without putting that in the backcountry plan, it kind of missed a lot. And that's -- I think that's what you're bringing up is that without seeing that stuff, you kind of go why would you want -- not want to see that or include that.

AUDIENCE MEMBER: That would show that the operators are, in essence, taking some of the blame for stuff that we have no control over and we can't do anything about.

MR. WITHERS: I don't think anybody's -- I don't want to come off as blaming.....

(Multiple voices)

MR. WITHERS: I mean, this is just the condition of the park. You know, we're not saying these are the conditions because of any (indiscernible). They can be what's standard out there.

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(Multiple voices)

AUDIENCE MEMBER: Well, the bigger picture is these are targets that the park has agreed with the public to manage, too. And it's not -- right now there may be exceedances here with new technology and this and that and some changes, and some revision to what we know about the park, we can both refine standards, and then maybe some of these things will get quieter.

You know, as more people switch to turboprops from jets or whatever. Maybe there's -- there's differences that we're going to see and use across the park, and -- and maybe there's some voluntary measures in moving one or two of those routes, depending on different groups that get involved.

And so I think -- I think we're learning a lot of information in the current couple years that will both help refine the standards, and help give feedback to the industry the places that -- that there's just no way around (inaudible).

MS. GILBERT: the other thing that this is interesting for is that in terms of collecting data, I mean, as you've said, there's -- you know, there's additional monitoring stations that can be moved around that are outside this arbitrary grid. And I understand why an arbitrary grid was chosen.

But, you know, maybe there -- maybe we could find some places that are, you know, not on some of these

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vectors that would eliminate that noise factor. And, you know, so we can maybe target some specific locations to try and learn the difference between where there's vectors and where there's not.

MR. WITHERS: Yeah. And I think it's all good stuff to know, and it goes into informing the future work on the backcountry management plan. There's mechanisms built into it for adaptation, and incorporating things like this is what that's there for.

AUDIENCE MEMBER: But, Jerry, I have a quick question about the grid as far as the locations of those different monitoring stations are.

MR. WITHERS: Uh-huh.

AUDIENCE MEMBER: What's the approximate distance between two of those locations?

MR. WITHERS: Approximate distance. I believe it's ten miles.

AUDIENCE MEMBER: And is there any
(indiscernible - simultaneous speech).....

MR. WITHERS: I might have to check on that.

AUDIENCE MEMBER:within the circle?

MR. WITHERS: The area within the circle?

AUDIENCE MEMBER: Yeah.

MR. WITHERS: That's a tough one. The circles are not meant to -- not meant to indicate range of inference.

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That really depends heavily on topography and the natural ambient of those locations, so it's -- it's difficult to say anything other than this is what it sounds like right here. It's tough to say if it sounds like this here, and it sounds like this ten miles away, then it might sound like this in between. You can't make those kind of inferences with much confidence. So these should be taken as point measurements, what the conditions are at that point.

MR. GEORGE: Question, Jerry. I mean, it sounds like you are, right now, engaged in some studies where you're having an aircraft at a known altitude fly over a recording station, you know, at different heights. And presumably you can also then measure how fast that sound drops off to know at what point beyond the station at a given altitude you can't hear it or it drops below a certain level?

MR. WITHERS: Yeah.

MR. GEORGE: I think we're going to need more understanding along those lines to just, again, get some sense of how far away from a monitoring station, and whether traffic at 8,000 feet or 10,000 feet above ground level shows up or not. I mean, I -- again, to me, we're in our infancy of both not only you collecting this data, but then us understanding what types of aircraft at what altitudes and under what conditions make what kind of a sound impact on the ground.

MR. WITHERS: Yeah.

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MR. GEORGE: So I see a lot of work ahead just to get -- you know, do some things like putting the airways on your map, as well as getting some results from some of these studies. So I guess, at some point, I'd like to hear a little bit more about what those studies are and what you're planning to -- you know, what data you're capturing out of those. Because I assume that's going to be important to us, you know, six months from now or whenever you get the results published.

MR. WITHERS: Yeah.

MR. GEORGE: To have a better understanding. Because right now it's -- like, say, it's just sound, you can't say anything about whether -- necessarily what kind of an aircraft or how high or how far away in order to evaluate whether some of these higher numbers we're looking at here are an artifact of air traffic on an airway at altitude going to Prudhoe Bay versus a local flight.

MR. WITHERS: Yeah.

MR. GEORGE: Be it administrative or commercial flight seeing or GA. So we really need to get that information to be able to start to understand what we're dealing with. Because until you understand that, it's a little hard to -- I mean, if we want to ask air taxi operators to do something different and yet the predominant -- or a major sound source is a jet at 30,000 feet, we aren't even talking to the right audience.

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So until we understand those things -- and that's where the work you're doing right now is very important to us to be able to understand what is -- what are the sources of these sounds and from how far away and what altitude.

MR. WITHERS: Yeah. All right. Yeah, Joan.

MS. EAGLESON: Can I just make sure I'm understanding this correctly. So say the dot on the boundary there, 19.6, so that means in a 20 -- that's an actual number, not a percent. So.....

MR. WITHERS: That's an average number.

MS. EAGLESON: In average in 24 hours there are 19 audible manmade sounds?

MR. WITHERS: Yes.

MS. EAGLESON: On average. So some days there was less, some days there was more?

MR. WITHERS: Yes.

MS. EAGLESON: During the daylight hours probably more because we're averaging day and night? And we don't know -- and this is summer, so it's not snowmobiles, and that one's not from the road, so is it -- can we say it's mostly air traffic of some sort or not?

MR. WITHERS: Yes. You can say that.

MS. EAGLESON: And what we don't know, then, is whether it's a jet or a tour or general aviation?

MR. WITHERS: And we do know. I mean, that's

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something -- when I do the listening in the analysis, I can differentiate high-altitude jets from prop planes and turboprops and helicopters.

MS. EAGLESON: Okay.

MR. WITHERS: So that data is available. But not -- it's not fine enough that we'd be able to identify, like, who the user is.

MS. EAGLESON: And when -- okay. And then on -- kind of separate, on the number of audible per day, is it the absolute number audible, or only ones above a certain decibel level?

Like, for instance, when we were out and we clearly heard a plane, but it wasn't above ambient sound.....

MR. WITHERS: It's only when they're above ambient do they get counted.

MS. EAGLESON: Okay. So that one wouldn't have been counted in depth?

MR. WITHERS: That one would not have been counted.

MS. EAGLESON: Okay.

MR. WITHERS: Yes.

MS. EAGLESON: So this is relatively loud to your average listener?

MR. WITHERS: Yes.

MS. EAGLESON: Okay.

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MR. WITHERS: Certainly noticeable.

AUDIENCE MEMBER: Jerry, you got a question right behind you.

AUDIENCE MEMBER: So use of the data is available of what exactly those are, airplanes, helicopter? You're saying that data -- you have that?

MR. WITHERS: Yeah, that -- I do differentiate between that. It's not publicly available.

AUDIENCE MEMBER: You can hear it when you.....

MR. WITHERS: I can compile it for you.

AUDIENCE MEMBER: Right.

MR. WITHERS: If you're interested in that.

AUDIENCE MEMBER: And I was wondering, because sometimes, like -- you know, if a bear came up and went -- or on the microphone or something, you know, that would be.....

MR. WITHERS: Oh, yeah.

AUDIENCE MEMBER:above the ambient, and you would be able to tell listening to it.

I was wondering, too, do you have, like, a bar graph? Because this is like the average. Do you have something available that would show a graph of the day of.....

MR. WITHERS: Of an average? I have -- yeah, I have graphs for every.....

AUDIENCE MEMBER: Especially just ones where it's over.

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MR. WITHERS: I have bar graphs for the day that we measure. They'll have an average graph. But, yeah, if you guys are interested in seeing something like that, I could put that together.

AUDIENCE MEMBER: Scattered plot.

MR. GEORGE: Well, he may have some other products he's going to show us in a minute which would give a sense of that, right?

MR. WITHERS: That's true. So one more of these maps. And this one's going to be easier because it's not percentage, this is not an average -- or it's not an average. This is motorized noise levels above 40 or 60 decibels as the third standard outline.

And what we're looking at here is you've got the sum of these two numbers, 4 and 84, is the number of overflights that we're documenting during that time. And it's over and under, so there were 4 over the standard, 84 under the standard.

AUDIENCE MEMBER: Over a -- how long a period is this?

AUDIENCE MEMBER: In how much time?

MR. WITHERS: In a month -- or 15 days of the.....

MR. GEORGE: But over a 30-day period?

MR. WITHERS: Over a 30-day period, but on --

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only 15 days, so it's not a count of the number of flights that happened that month or anything.

AUDIENCE MEMBER: It's half the number of flights, basically.

MR. WITHERS: Yeah, if it -- yeah. All this being equal, yes.

MS. GILBERT: So could -- I'm sorry. I was distracted till now. Can you explain what this is again.

MR. WITHERS: So it's over and under. So over the bar is the number of flights -- or the number of intrusions that were over the standard, and under is the number of intrusions that were audible but were under the standards. And then if you sum them, that would be the total number of flights that we documented.

MS. GILBERT: Okay. So which is way -- which is right and left?

MR. WITHERS: Left is over, right is under.

MS. GILBERT: Got it.

AUDIENCE MEMBER: And from what time period?

MR. WITHERS: All of them in the summer, but varying times in the summer.

MS. BALE: Could you go back to your tapes and identify through attendant listening the types of aircraft in the cases of these exceedances, or not even exceedances, just general?

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MR. WITHERS: Yeah.

MS. BALE: In a general way, like prop, prop jet?

MR. GEORGE: Well, he's doing that already.

MR. WITHERS: Yeah, I'm doing that already.

MS. BALE: Uh-huh. Yeah, but, I mean, you don't listen to every single tape, but you could if someone asked you to go back to that place and listen to your tapes and identify each and every aircraft, you could do that or.....

MR. WITHERS: Well, the recordings don't go continuously, but I can identify them based on their spectral information.

MS. BALE: The type that they are? General type that they are?

MR. WITHERS: Yeah, the general type.

MS. BALE: Okay.

MR. GEORGE: The category.

MS. BALE: Uh-huh. Right. Okay.

AUDIENCE MEMBER: So out of 571 times you heard noise, 5 of the times -- out of the 571 times you heard noise, 5 of the times were exceeding your limits?

MR. WITHERS: Yes.

(Multiple voices)

MR. GEORGE: No, 576 times.

MR. WITHERS: Out of 576, 5 of them exceeded.

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AUDIENCE MEMBER: Five of them exceeded the what?

MR. WITHERS: The 60 decibels standard.

AUDIENCE MEMBER: Sixty decibels.

MR. OKONEK: Which is the standard for that unit of the park.

MR. GEORGE: For that area, yeah.

MR. OKONEK: Other units of the park, it's -- the decibels are actually lower than 60?

MR. WITHERS: Yeah. Like here in the Kantishna Hills.

MR. GEORGE: It's 40 up there, and that's why that's so...

AUDIENCE MEMBER: Where is that location?

MR. WITHERS: You've got 56 -- it's the Caribou Creek at the end of Skyline Drive.

AUDIENCE MEMBER: No, I meant the 571.

MR. WITHERS: It's at the toe of the Ruth.

AUDIENCE MEMBER: Right at the toe? Like right by the bubbling spring or.....

MR. WITHERS: Well, it's on the west bench at the toe.

AUDIENCE MEMBER: The west bench of the toe.

MR. WITHERS: So here at Caribou Creek, there's not a lot of flights there, but when they occur there, they're

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louder than the standard.

AUDIENCE MEMBER: Well, yeah, those red dots are fairly close to the airport.

(Multiple voices inaudible)

MR. WITHERS: And this one here.

AUDIENCE MEMBER: Yeah, what is that?

MR. WITHERS: This is biased by some air -- or by some military activities that were going on at the time that that station was out there.

MR. GEORGE: Ah-hah. We feel your pain, Scott.

MR. WITHERS: And it really was only -- it was one or two days of maneuvers it sounded like, but there were a lot of them. So that's part of the military use corridor. It's not noted on this map, but it's noted on lots of others. Maybe I shouldn't have it on this map.

AUDIENCE MEMBER: That's a west portal, too, by the way. Going to Kotzebue and Nome. People go through that pass right there.

MR. WITHERS: Okay.

MS. BENNETT: It's also a popular hunting spot.

MR. WITHERS: That's true.

MR. GEORGE: Hopefully not in the summer.

MR. ANDERSON: You never know when you might have to scout it out.

MS. BALE: Paul, you're evil.

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MR. GEORGE: Actually, what is your definition of summer her for.....

MR. WITHERS: Mid May to mid September.

MR. GEORGE: So mid September. So you are actually into hunting season in.....

MR. WITHERS: Yeah. The stations are out right now monitoring. Hopefully. I haven't seen them in awhile. Who knows if they're running or not.

AUDIENCE MEMBER: Outside of natural vandalism, have you had any human vandalism on any of these?

MR. WITHERS: Nope.

AUDIENCE MEMBER: That's good.

MR. WITHERS: Most of them are hard enough to get to that they don't see very much traffic.

AUDIENCE MEMBER: Yeah.

MR. WITHERS: So that one's insightful. So the next thing I want to share with you guys, it's kind of a detailed look at the day that we collected at Kahiltna Pass last year. This was a one-shot deal for us. It's too hard to get to to try and maintain, so we threw a station up there and let it run until it decided it didn't want to run anymore. And then went and picked it up after a month or a month and a half. It decided it wanted to run for 13 days, from June 21st to July 3rd.

This's site is neat because it's -- it's of

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interest to a lot of different groups. Mountaineers obviously, the flight seeing tours are popular there. And it's interesting. I think not a lot of people get a chance to be on the ground up there. You're not near -- so it might be insightful for the people who fly over it to get a sense of what the conditions are on the ground. It's also in the wilderness area. Probably one of the more popular flying areas that's in the wilderness core. And also a very significant pass for general aviation, I assume.

AUDIENCE MEMBER: No.

MR. WITHERS: I mean, it's one of the best ways -- it's not?

AUDIENCE MEMBER: It's one of the least desirable?

MR. WITHERS: Really?

AUDIENCE MEMBER: Because you have to be at 10,500 feet.

MR. WITHERS: Okay. All right. I assumed that. So this is the site. We put it -- this is the ski trail that the climbers follow on the west buttress. These are some tent platforms or digs that were there. We kind of commandeered one.

So it's pretty close to where the climbers are. Really close, actually. And it should be a very accurate representation of what the climbers are exposed to as far as

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aircraft noise.

And then these are spectrograms. Tom loves them.

MR. GEORGE: Uh-huh. I do.

MR. WITHERS: And I showed you one of these last time, but for those of you who have forgotten or haven't seen one, what it is, is this is 24 hours worth of sound level and spectral data. So you have the zero hour to 1:00 a.m. This is the 1:00 a.m. hour here. This is the 2:00 to 3:00 hour. And on to the 11:00 hour.

From the bottom of the bar to the top of the bar is frequency. So you have your base frequencies, the low frequencies down at the bottom, climbing to high frequencies at the top. The colors correspond to this indicator here that's kind of hard to see. So white is loud, 90 decibels. It's what makes it get white. And then blue -- dark blue is down to -- you know, zero decibels. Very quiet.

And then this is one of the ways we can identify sound sources based on the way they look, not the way they sound. So I can tell you just through experience that this -- things that look like this, kind of like pine -- pine trees, I guess, or a lot of noise down low, not much up high, and the frequency is wind.

And then these blips here. You got three here, one here, a small one there. These are aircraft overflights.

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And they're actually less -- they're less obvious here, and I think it's because the pass -- the pass itself masks the sound.

So if an aircraft at this location was coming from the north and passing to the south, you wouldn't hear it until it crested the pass, which is where the station was. So you don't hear it coming there, which makes the blip a little bit shorter in time.

If you're out on a flat field, you'd see more of a growing approach and a growing -- or a shrinking at the end. So this is day number 1 of the logging out there. Kind of a breezy day, I guess. A little bit of wind. But obviously weather was good enough for some planes to be going through. And so this is a screen shot of an analysis tool you can use with these.

This program here allows you to draw boxes around -- so this is what an aircraft overflight looks like when you look a little bit closer. You can see that there's -- you know, there's not much wind here. There's more of a high frequency component. You can see that there's a peak roughly halfway where that aircraft would be passing as close it comes over the top of you. You can see that there's some horizontal lines that start out at a little bit higher frequency, and as it passes over, it drops to a little bit lower frequency. That's the Doppler effect of it passing over you.

This is also an overflight here that I hadn't

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got to drawing a box around yet. This is -- so this is an hour's worth of data split into 15-minute chunks -- or 15-minute bars. This is the whole hour here represented just like you would see it on the whole day spectrogram. And this is what they call unweighted, which is -- this is the decibels just as they come out of the meter, and the sound levels as they come out of the meter.

Our ears don't hear flat. Our ears are more sensitive to certain frequencies than they are to others. So you can take those measurements that come from the meter and correct -- or adjust them to be more representative of what humans would hear. And it really -- for this, when you're looking at the data, it doesn't matter that much. But what it does is sometimes makes things a little bit easier to pick out.

Like on the human -- on this human weighted thing here, you can really see that there's three loud events.

AUDIENCE MEMBER: What's the decibels (indiscernible - simultaneous speech)?

MR. WITHERS: It's just another way -- I'll show you in just a minute.

AUDIENCE MEMBER: Okay.

MR. WITHERS: So I analyzed that day with that tool, and this is what I found. There were 30 overflights that first day. The average percent time audible for the whole day was 1.8 percent. The maximum percent time audible for an hour

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was the 11:00 hour, and it was 8.5 percent aircraft -- time aircraft are audible. The maximum SPL from an aircraft overflight was 75.2. And the average maximum SPL for these 30 overflights was 63.8.

AUDIENCE MEMBER: Now, this was at Kahiltna Pass?

MR. WITHERS: This was at Kahiltna Pass.

MR. GEORGE: And this was last summer, right?

MR. WITHERS: Yes.

AUDIENCE MEMBER: '08 or '07?

MR. WITHERS: Any questions about that?

AUDIENCE MEMBER: '07 or '08?

MR. WITHERS: '07.

MR. GEORGE: Oh, '07?

MR. WITHERS: Yeah.

MR. GEORGE: Oh. Okay.

AUDIENCE MEMBER: Can you tell the kind of plane from that last graph?

MR. WITHERS: I can tell prop, jet, and helicopter.

MR. GEORGE: Yeah, can you shows us a jet signature?

MR. WITHERS: There are no jets on that day. I mean, high-altitude jet, not turboprop.

MR. GEORGE: Yeah.

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MR. WITHERS: So day number 2.

MS. BALE: Wind.

MR. WITHERS: Windy, no flights. Couldn't get through the pass that day.

AUDIENCE MEMBER: Or if it was so windy you couldn't tell if there.....

MR. WITHERS: Yeah. But normally you can't because the wind is concentrated so low on the -- in the spectrum, and aircraft have components of high-frequency noise in them that, you know, it's still quiet up here in the high frequencies, even though it's real windy. So I think if an aircraft did come through, you'd see it. Unless it was a really far away aircraft that would have been faint to begin with.

So wind is loud, though. I mean, we got some white in here. And that's 90 decibels. So windy. Day 3 -- so I'm not going to share the analysis with you for every day. I just want to show you a few example days, and then I'll give you a synopsis of all the days at the end.

So this day is also very windy, although I see a few sneaking through. Looks like maybe one here and one here. But just daring souls I suppose.

MR. GEORGE: So you think that 8:00 -- a little after 8:30 that's an aircraft? You think?

MR. WITHERS: 8:30?

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MR. GEORGE: P.M.

MR. WITHERS: In here?

MR. GEORGE: No, 20.

MR. WITHERS: Oh.

MR. GEORGE: I'm sorry. 8:30 p.m., 20.....

AUDIENCE MEMBER: Bottom bar.

MS. BALE: Right there.

AUDIENCE MEMBER: The very bottom bar.

MS. BALE: Are you talking about right there?

MR. GEORGE: Actually, no -- well, that one and then the one above it after the 30 minute right there, do you think that's an aircraft?

MR. WITHERS: That may be. It's something other than wind.

MR. GEORGE: Yeah.

MR. WITHERS: That -- I'd hesitate to call that an overflight.

MR. GEORGE: Okay.

MR. WITHERS: It looks really short.

AUDIENCE MEMBER: I heard some mountaineers saying into the microphone.

MR. WITHERS: There's a -- I got -- in some of the five-second recordings, you can hear them skiing. But I didn't hear any voices.

AUDIENCE MEMBER: And MSR stoves can be pretty

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loud.

MR. GEORGE: That's a turboprop.

AUDIENCE MEMBER: They sound like little turboprops.

MR. WITHERS: So this is day 4, I think, or something. The 24th. It looks like this was definitely a flight.

MR. GEORGE: And maybe some others.

MR. WITHERS: These may be flights that would have been quiet anyway. Like, maybe -- I'd venture a guess that planes weren't flying through the pass. Because they -- if they were flying through the pass, they'd be flying directly over the station, and they would be louder. But maybe that they were fling up the glacier and turning around and going back and weren't getting as close to the station as if they were flying through the pass.

So this day, as well, there's very little activity, very little impact. And again, on this day, maybe something here. Not a real high impact there.

AUDIENCE MEMBER: You say maybe something. We don't really know for sure?

MR. WITHERS: Yeah.

AUDIENCE MEMBER: This is educational.

AUDIENCE MEMBER: Are you counting that?

MR. WITHERS: These would -- I would -- no.

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These I would hesitate to -- I wouldn't count these.

AUDIENCE MEMBER: So it's hard to tell exactly.....

MR. WITHERS: And I need to be -- I'll count them if I'm confident that they're planes.

AUDIENCE MEMBER: If you listen to it, you can tell it's an airplane, then?

MR. WITHERS: You could. The -- yeah. The problem is it's not a continue -- it's not continuously recording audio. It only records the audio every five minutes, so those -- these short little blips are easy to sneak through.

MS. BALE: But it would have recorded them if they'd been above the threshold that you said.....

MR. WITHERS: Yeah.

MS. BALE:on the meter, so.....

MR. WITHERS: Well, the problem with that is the threshold for a place this windy is, like, 80 decibels or something really high. So they're not that loud.

And look at this, nice clear day. Almost no wind. And a lot of traffic. Definitely got one here and one there, and either one doing a circle or maybe two close together here. A small one there. One there, one there. Either one circling here or three in a row. Same here except a little quieter.

This is a direct overflight, certainly. This

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is real loud and happens real fast. So just lots of activity, and it's a nice day out there.

AUDIENCE MEMBER: How would you count line 9 as far as you're doing the data?

MR. WITHERS: This line here?

AUDIENCE MEMBER: Yeah, how would you count that line as far as.....

MR. WITHERS: I would count this is one, this is one, this is one, this is one, and two here.

AUDIENCE MEMBER: Okay. So six?

MR. WITHERS: Yeah.

MS. FRANKEVICH: Can you see in this one any high-altitude jets?

MR. WITHERS: No. But there's -- there is one of the days -- this might be a faint high-altitude jet here. But I'll -- there's a day that has a better example.

So I did analyze this day, day 6. It was probably the busiest day of the 13 that the station was out. Sixty-seven flights on that day, an average time audible of 11.1 percent for the day. The 4:00 hour was 38.7 percent. Motorized noise audible, a max of 75.7, and an average max of 50.

This day was pretty nice, too. Quite a bit of activity. Again here, similar.

MR. GEORGE: Yeah, 8:30 seems to be kind of a

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recurring start time.

AUDIENCE MEMBER: That one 22 on the bottom left corner.

MR. WITHERS: Uh-huh.

AUDIENCE MEMBER: Is that an overflight?

MR. WITHERS: I would say yes.

AUDIENCE MEMBER: Because that's 10 minutes after 10:00 at night.

MR. GEORGE: But it's.....

MR. WITHERS: Yeah, but.....

MR. GEORGE:it's June.

(Multiple voices)

MS. RUST: But you know what, no one's up there, usually, at that time. We have duty days, and so we don't -- we're usually all home by 10:00.

(Multiple voices)

AUDIENCE MEMBER: That might be general.

MR. WITHERS: Yeah. I don't know where that one would have come from, but I'd say about 90 percent (indiscernible - multiple voices).....

MS. RUST: I'd be surprised even at the 9:00 hour to see much.....

AUDIENCE MEMBER: A lot of times the fleet takes off at about 8:30 out of Talkeetna, so it can't get to Kahiltna Pass for approximately 30 minutes.

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MR. WITHERS: It could be right here?

AUDIENCE MEMBER: Kahiltna Pass is.....

MR. OKONEK: But again, it's not targeting the air taxis, it's targeting aircraft.

MS RUST: No. I know.....

MR. OKONEK: There's all sorts of people that go flying.

MS. RUST: Well, we know that. We're saying that it's not -- it's just -- it's more common for it to be an air taxi. But, I mean, we're looking at this with an understanding that.....

AUDIENCE MEMBER: This is specifically Kahiltna Pass.

MR. OKONEK: Right. I know. But you're not the only ones that go through there.

AUDIENCE MEMBER: Who else goes through there?

MR. OKONEK: There's people that go through there. My dad goes through there when he's not flying clients around the mountain.

AUDIENCE MEMBER: Well, that's pretty rare, though.

MR. OKONEK: But people do go through.

MR. ANDERSON: The Park Service.

MR. OKONEK: You know.

AUDIENCE MEMBER: That's the 11:00 deal.

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AUDIENCE MEMBER: What month was this? This is June?

MR. WITHERS: Late June. This is June 28th.

AUDIENCE MEMBER: Late June to the 13th of July.

AUDIENCE MEMBER: If you're ever going to have a day to go through that, it would be today.

MS. RUST: And June and July are going to be busier later more often, just because of the type of traffic.

MR. WITHERS: Yeah. But I would think, and you guys can correct me if I'm wrong, most of these -- I wouldn't think most of these would be air taxis. Would they not? I mean, you got -- do you guys generally fly.....

AUDIENCE MEMBER: Yeah. That's where we go.

MR. WITHERS:pass base camp?

MS. BALE: Taxis versus senics.

AUDIENCE MEMBER: Around about in flight you can see it. Kahiltna Pass is the main.....

MR. WITHERS: Yeah, for -- but it's more for scenic than for flying climbers in, right?

AUDIENCE MEMBER: Right.

AUDIENCE MEMBER: Yeah, climbers are at base camp down at seven. Those are getting out of there.

MR. WITHERS: Okay.

AUDIENCE MEMBER: But this is just for a

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roundabout, clear day flights usually.

MS. RUST: So I'd be surprised, you know, what's happening after 8:00. It would be surprising.

MR. WITHERS: Yeah. I'm not sure.

MR. GEORGE: Well, we're all learning. That's why we're sitting here looking at this.

MS. RUST: So how much is happening after 8:00, do you think? I'm just curious.

MR. WITHERS: On this day, not much.

MR. GEORGE: One, two, three, four.

MR. WITHERS: Two, three, four maybe.

MS. RUST: So that's probably general -- more general aviation?

MR. WITHERS: Yeah. I don't know what the operation out of Kantishna does. Do they go later?

MS. BALE: When I used to work out there, they would often fly in the evening.

MR. WITHERS: Yeah.

MS. BALE: And in June, of course, it's light all night. But they're not here to speak for themselves, so -- I just remember from my own.....

AUDIENCE MEMBER: It still wouldn't be here. It's not that many.

AUDIENCE MEMBER: Probably not that many.

MS. BALE: Not that many.

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(Multiple voices)

AUDIENCE MEMBER: The lower stuff on the very bottom rung that says peaks on the top and the bottom. What's that?

MR. WITHERS: Right there? That, I don't know. I can only -- for things that aren't really repeatable sound signatures, you can only guess.

AUDIENCE MEMBER: The top one?

AUDIENCE MEMBER: Yeah, the top one.

MR. WITHERS: I would venture a guess that that's either something mechanical -- I don't know.

AUDIENCE MEMBER: Somebody's singing into the mic.

MR. WITHERS: Yeah. It's not loud, though.

MR. OKONEK: Well, you know, a lot of people midsummer climbing are traveling in the middle of the night.

MR. WITHERS: Really?

MR. OKONEK: It's the best time to be traveling at that elevation, because of snow conditions and temperature and everything.

MR. WITHERS: Oh, okay.

MR. OKONEK: So, I mean, I don't know what, you know, a pair of Randonee skis clicking along sounds like, going by your sound equipment. But there's people on the trail all night.

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MR. WITHERS: Yeah, it could be several things, I suppose. But I don't know what it is is the bottom line. This is the next day.

MR. GEORGE: There's an 8:45. Yeah, there's something pretty regular at that 8:30, 8:45.

MR. WITHERS: Yeah, there's definitely something going on at -- in the 8:00 hour. Here's a fairly calm day that didn't get a lot of activity.

MS. BALE: Are there bird calls up there, like ravens calling and so on, that you picked up that you have a signature for?

MR. WITHERS: Didn't hear any there. I've certainly heard them on glaciers before, but not there.

MR. GEORGE: So what's this between 7:00 and 11:00?

MR. WITHERS: This is really gusty wind.

MR. GEORGE: Oh, okay. So it was steady until about 4:00 a.m. and -- or after 5:00, and then it got gusty?

MR. WITHERS: Yeah.

MR. GEORGE: Until 10:00. Wow.

MR. WITHERS: So these here, these little humps.....

MR. GEORGE: Jets.

MR. WITHERS:and this one, those are jets.

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MR. GEORGE: Jets.

MR. WITHERS: High altitude. And you can tell them because they come on pretty fast and then trail off pretty slow, and they don't have any Doppler effect on them. They don't have a prop resonating -- resident frequency.

AUDIENCE MEMBER: What do those sonic booms look like on there?

MR. WITHERS: I don't know. I've never tested a sonic boom before.

AUDIENCE MEMBER: Really?

MR. GEORGE: Hey, Scott, can you fix that for us. Right over the park airstrip here would be okay.

MR. WITHERS: What do you think that is?

AUDIENCE MEMBER: Earthquake.

MR. WITHERS: Nope.

AUDIENCE MEMBER: Avalanche.

MR. WITHERS: Nope.

AUDIENCE MEMBER: Lightening?

MR. WITHERS: Nope.

MR. GEORGE: Mosquitos.

AUDIENCE MEMBER: Helicopter.

MR. WITHERS: Helicopter.

MR. GEORGE: Helicopter. Oh. So the high frequency is more dominant, then?

MR. WITHERS: Yeah. A helicopter -- the jet

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and a helicopter has a lot of high frequency component to it. And you can see these kind of lines down lower, that's the resident frequency of the rotor.

MR. GEORGE: The rotor?

AUDIENCE MEMBER: I bet it's a military helicopter.

MR. GEORGE: Probably on a Park Service rescue mission.

(Multiple voices)

MS. VALENTINE: Yeah, I was going to say, it's probably the Llama.

MR. WITHERS: Yeah, and it's -- I assume it's the Llama. It might not be. But it's far away. This isn't a direct overflight. I mean, it -- not really far away, certainly audible. But it would be much louder if it was direct.

MR. CUDNEY: Actually being the times that are recorded, those aren't our departures at that time in the park.

AUDIENCE MEMBER: This is still Kahiltna Pass, too.

MR. WITHERS: Yeah, this is Kahiltna Pass.

MS. BALE: They don't go there anymore, I don't think.

MR. GEORGE: Up at noon, you got some of your prop aircraft signatures that appear to have multiple of what

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you would say is the prop resident line. What's -- and actually earlier. I mean, on -- this day seems to show more of that pattern than other times. Do you have any interpretation of that?

MR. WITHERS: So you mean the multiple.....

MR. GEORGE: Yeah, the multiple.....

MR. WITHERS:lines on top of each other?

MR. GEORGE:Doppler -- yeah, right.

MR. WITHERS: Or the multiple drops in the lines?

MR. GEORGE: Not the -- well, the multiple lines is what I was focused on, the true branches.

AUDIENCE MEMBER: More the stratification.

MR. GEORGE: Yeah, what do you make of that?

AUDIENCE MEMBER: Prop out of synch.

MR. GEORGE: Twin engine.

AUDIENCE MEMBER: Prop out of synch.

MR. GEORGE: Navaho.

AUDIENCE MEMBER: Find that guy.

MR. WITHERS: What it likely is, I can see that the lower line looks louder than the top -- the upper line. So I would say the lower line is the prop, and the upper lines are either harmonic frequencies of the prop, or other -- or another mechanical thing like an engine rpm or something like that.

AUDIENCE MEMBER: Is that banded?

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MR. WITHERS: Yeah.

MS. BALE: What about the straight up and down ones near 11?

MR. WITHERS: These? I don't know.

MR. GEORGE: Anomaly.

MR. WITHERS: That almost looks like people, but it would be tough to say.

AUDIENCE MEMBER: Whistling.

AUDIENCE MEMBER: So that people would mean standing around nearby talking.

MR. WITHERS: Yeah, people talking, saying what's all this stuff? Get that every once in a while.

AUDIENCE MEMBER: Can we take this home?

MR. GEORGE: What's this eyesore?

AUDIENCE MEMBER: And the bottom two lines?

MR. WITHERS: Gusty wind.

AUDIENCE MEMBER: Just windy?

MR. WITHERS: Yeah.

MR. WITHERS: Yeah, pretty noisy.

MR. WITHERS: So that's all 13, and the totals for all those 238 overflights, 18.3 a day average, average of 6.9 percent time audible, maximum percent, the day with the highest percent time audible was 16.3.

MS. BALE: Do you have DB data?

MR. WITHERS: No. At least not on me. The day

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that -- the day 6 was the one with the loudest. The loudest.....

MR. GEORGE: And that was 68 or something? What was the number?

MR. WITHERS: I think it was 75-something.

MR. GEORGE: Seventy-five? Yeah, 75. Okay.

MR. WITHERS: So any thoughts on this?

MR. CUDNEY: Well, you've got to note there that says, would you consider this a significant impact? It should be would you consider this a significant impact for that particular area?

MR. WITHERS: Yeah.

MR. CUDNEY: Because that area is definitely a unique location, you know.

MR. WITHERS: Those are -- yeah, all this -- all these numbers, all this data is tied to that point on the ground. You can't -- you can't really use it to measure what the impact would be a mile down the glacier. And that's.....

AUDIENCE MEMBER: There's a couple problems there. You can't go much higher than you go, 12,000 feet. So you're always going to be, you know, less than 2,000 feet above the pass itself. A lot of planes that are -- don't have extra power in them, it's a pretty strong climb mode right there, and they're slower than they would be if they're going in the normal direction.

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Normal is clockwise that time of year. And it's all based on the fact that they're still landing at the Ruth, so you're going to go around the mountain, landing, you're going to be going clockwise. If the Ruth turns bad like it did in 2007, then you're going to see a lot of clockwise flights. Those will probably be a lot quieter because the planes are already at altitude coming through the pass and going to start the descent.

So lots of little variables in this whole thing that are going to affect what you're going to have for noise and what's going on there. But unfortunately for the climbers during that time there is when the planes are going clockwise, climbing, and slower. And so there's going to be a longer time of -- well, of audible impact on it.

MS. GILBERT: So what's the rationale for the clockwise pattern that time of year?

AUDIENCE MEMBER: Because you got to land at the Ruth.

MS. GILBERT: Oh, okay.

AUDIENCE MEMBER: The Ruth is the preferable place to land, so.....

AUDIENCE MEMBER: Yeah, you don't want people in opposite directions.

AUDIENCE MEMBER:you don't want to -- if you.....

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MS. GILBERT: Right. Yeah. Yeah.

AUDIENCE MEMBER: And yeah. I mean, it's -- I'm not -- I just said normally as everybody goes that way, but generally that's the direction.

AUDIENCE MEMBER: But if the Ruth landing area goes bad, which sometimes it does, then quite often you'll change that and go the other way, go counterclockwise, and so you'll get the signature right away and then -- as -- you know, it may be quieter because the guy is trying to descend or.....

AUDIENCE MEMBER: It will matter.

AUDIENCE MEMBER: It seems to be quicker.

MR. WITHERS: Yeah, it's an interesting spot for sure from a lot of different levels.

MR. GEORGE: Well, since you've got, actually, this kind of unique data set there, do you guys keep records -- could you go back to 2007 and look on those days and reconstruct it at all, which things were happening when just to try and even make more sense of this than we did sitting here looking at it?

AUDIENCE MEMBER: Yeah, you probably could. I mean, you could get a general feel for it. You could -- if you go to flight service and say what you got for flight plans that day. You know.

MS. RUST: Yeah, but it wouldn't.....

AUDIENCE MEMBER: Fly around the mountain

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landing at the Ruth.

MS. RUST: Yeah, it.....

AUDIENCE MEMBER: Two, two and a half
(indiscernible), you know, so.....

MS. RUST: It wouldn't indicate whether we were going clockwise or counterclockwise. But it would indicate what routes we were flying, what type of tour.

AUDIENCE MEMBER: I think it might indicate because if it's -- if they were following two, two and a half, yet they're landing three, you'd kind of know that's the way they're going to go. That's not for sure, but I think you get a general idea of it.

AUDIENCE MEMBER: Well, that may not be that important.

MR. GEORGE: Yeah. Well, just -- again, I mean, we're still in a learning phase of trying to understand what things happen in one place would impact somewhere else, and this is a pretty interesting data set to -- at least to look at that and -- for that period of time.

AUDIENCE MEMBER: And it's very hard to go over the pass any other place there. Just not -- you have to be there in a plane that doesn't have a ton of power with four Americans on board.

MR. GEORGE: Oh, supersized?

AUDIENCE MEMBER: And kind of figure out how

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it's going to work. So you can't just pick a little narrow notch somewhere to the west of that or something. So it is a choke point, and unfortunately it's also, you know, a very popular climbing route right there.

So -- I don't know what the answer is, but I think it would be important if we identify all the factors in this particular problem to say here's what we got, not let's not leave anything out. Let's make sure we all know all the little factors involved here.

AUDIENCE MEMBER: Any idea how many climbers at that point in those 13 days or in that area?

MR. WITHERS: No, I don't.

(Multiple voices)

AUDIENCE MEMBER: The west buttress, that's exactly where they're moving. But what's interesting is.....

AUDIENCE MEMBER: But, I mean, like, we're outnumbered or something.

AUDIENCE MEMBER: You guys can say they bring probably 3- or 400 people in that.....

AUDIENCE MEMBER: You know, say you had five people per flight, just to point out, you bring 1,200 people (indiscernible) around the mountain (indiscernible) you know, if you were five or six people in a planeload.

MR. SASSARA: What's interesting to me is how -- what the leverage the Ruth has on a lot of this

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discussion. You know, these are at Kahiltna or the impact.
And -- anyway.....

AUDIENCE MEMBER: Yeah.

MS. BALE: Charlie, could you repeat what you just said.

MR. SASSARA: Well, it's interesting how much leverage the landing at the Rough has on effect of everything else.

MS. BALE: Oh, right. I gotcha. At least -- that's at least partially captured in the plan.

AUDIENCE MEMBER: But anybody that's flying around about, and whether they land or not, is going to go through Kahiltna Pass.

MR. SASSARA: Right.

AUDIENCE MEMBER: It doesn't matter if they come from Denali Park, Kantishna, or Talkeetna, or Anchorage. They -- generally speaking, 99 percent of the time, they're going to go through Kahiltna Pass.

MR. SASSARA: Right, and -- but the path that they take, there's a significant change in the impact of the path. Because you're coming over the top from the north, you're -- you're not pulling a lot of power in coming down. It's just -- that's a significant change in the impact.

AUDIENCE MEMBER: Yes. And you're faster, so your time spent over the climbers is certainly less, and you're

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definitely not in a (descriptive noise).

MR. SASSARA: And you're not crawling your way up the hill.

AUDIENCE MEMBER: I'm just wondering in general, I mean, you see the wind days, how much that drops off. And that really affects these patterns greatly where we can go and what we do, tremendously.

MR. WITHERS: That was one -- I thought that was one of the most interesting things, is just seeing how it's all about the weather.

MS. RUST: But I think one of the.....

MR. SASSARA: It's easy if the weather is good.

MS. RUST: Well, one of the things -- I mean, we try to keep a -- you know, we do the same thing because we want to expect people in the same place, and where half the route is out going this way and half the route is going this way and there's conflict. It goes back to that safety as a foundation. It's important that we're doing the same things, and that we're -- when it changes, you know, we'll be all -- kind of change, because we do get surprised somebody coming in the wrong -- what they would call the wrong way on a day.

AUDIENCE MEMBER: Yeah.

MR. WITHERS: So how we doing for time, Sally?

MS. GILBERT: It's almost quarter to 12:00.

MR. WITHERS: Already?

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MS. GILBERT: Yeah. How are you doing?

MR. WITHERS: I'm doing fine. Two more presentations. You want to move it along? What do you want to do?

MS. GILBERT: So you have two -- so you're doing it in segments? So you got some additional segments left?

MR. WITHERS: Yeah. I might.....

MS. GILBERT: How long is your next segment, do you think?

MR. WITHERS: I'll do impacts to wildlife real quick.

MS. GILBERT: Okay.

MR. WITHERS: And then the visitor survey overview anytime. I'll let you guys do that, so.....

MS. GILBERT: Okay. So maybe do that after lunch?

MR. WITHERS: I can do that, yeah.

MS. GILBERT: Okay.

AUDIENCE MEMBER: Maybe we should have a sound effect, one of those things (indiscernible) with sound.

MR. WITHERS: Oh, one thing -- one of the goals for the lunchtime is in the conference room at the (indiscernible), and if walk straight across and in the door, it's kind of around and to your left just across from the

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bathrooms.

There's a computer in there set up with four sets of headphones. And there's -- it's kind of a listening station, exercise, with some recordings I made of the park sound fixed wing and the Hughes helicopter doing overflights at different altitudes. There's some spectrograms on there and numbers for how loud they were.

It takes about five minutes -- five to seven minutes, probably, to listen to the whole thing. Four people can do it at a time. And so for the committee members, they have first priority. You should be able to do it in three groups. And try to do that sometime during lunch break. It will be there for the rest of the day, but.....

MS. VALENTINE: Is it pretty self-explanatory when you're in there?

MS. GILBERT: Yeah. So it's self-explanatory. It's running now. You just click the buttons on the screen. There's some directions on the screen.

MS. VALENTINE: Okay.

MS. GILBERT: So what's -- I don't have my agenda with me.

MS. VALENTINE: That's what, actually, we were scheduled to do right now.

MS. GILBERT: Right. Okay.

MS. VALENTINE: At 11:45.

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MS. GILBERT: Oh, 11:45?

MS. VALENTINE: Coming back at 1:00. And so to allow them time to participate in that. So 11:45 should be.....

MS. GILBERT: Oh, okay. Oh, I see. Okay. So to get the committee members down there first thing right now.

MS. VALENTINE: Or at some point.

MS. GILBERT: Yeah. Right. Okay. And then come back here at 1:00.

MS. VALENTINE: Yeah. And so that means Karen's wildlife presentation, effects on wildlife, as well as (inaudible).

(Multiple voices)

(Off record)

(On record)

MS. GILBERT: Let's start.

MS. FORTIER: Well, hello, everybody. I guess we'll go ahead and get started. I know some of the folks in the room here, but some of you I've never met. My name's Karen Fortier, and I'm the backcountry and kennels manager here at Denali.

I was asked to come speak to you today about kind of an overall backcountry use patterns, and what available data we have on any overflights information from our backcountry staff. So I put together just a little short

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presentation here, and hopefully -- mostly I was, you know, looking to inspire some discussion if you want, and we can leave it open for just time to kind of talk about what I have to say here today.

As most of you know, it seems like there's been some discussion with some of the other presenters about some of the backcountry management plan and different data that we have from that. But I guess I wanted to give you kind of an overall how our backcountry system works here in Denali for those of you who don't have a good feel for that right now.

Denali is divided up into a variety of units that you see here on the map. And this was revised after the backcountry management plan. There used to be, I think, 43 units, and now there's 87 units. So it encompasses units in the entire park rather than just the wilderness area of the park. The wilderness portion of the park is where we have the quota system, so each unit there has a different quota for the number of backpackers we allow per night.

So it -- that's based on a variety of indicators, like how many people -- how many different routes there might be in a backcountry unit -- oh, thank you -- and what the encounter rate might be. And if it's a really small unit, we might have a much lower quota rate. And also, it's based on impacts of areas that are very fragile, like a subalpine area where we want to keep the minimum down. So the

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quotas are anywhere from, really, I think, four to ten or twelve people, like the Kan- -- some of the Kantishna units have a higher quota system in those units.

So many of you may have been out in the backcountry here, but kind of how it works is that you come to the Backcountry Information Center, you -- maybe you're a first-time user. It takes about an hour to go through the process where you decide what unit you might want to go in based on what's available on a particular day.

Maybe you come with a preconceived idea of where you want to go in the park. And then you go through an orientation and a video, a kind of safe travel in the backcountry and so on. So you get your bus tickets after that.

We handle most all of the units here on north side within the quota system. And all the mountaineering permits are issued out of the Talkeetna Range or District, and those are primarily for the Foraker and Mount McKinley climbs, which are registered climbs.

The nonregistered climbs is -- are all the other climbing parties in the Alaska Range that there is not a registration program for. That's a voluntary program. And that sees upwards of about 5,000 climbers a year in the non-Denali or Foraker-based climbs. We can go into those. I have some slides of those actual numbers here in a moment.

AUDIENCE MEMBER: It seems like about five

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times too high.

AUDIENCE MEMBER: Wait a minute, 5,000
climbers?

AUDIENCE MEMBER: There's no way.

MS. FORTIER: Not -- these are outside of.....

AUDIENCE MEMBER: Yeah, this -- I don't
think -- I think there's hundreds, not 5,000 of them.

MS. FORTIER: Oh, I'm sorry. User nights. I
said climbers. So they're user nights.

AUDIENCE MEMBER: Oh, okay.

MS. FORTIER: Each party length -- I'm sorry.
Each party length is about eight to ten nights per trip. Those
are -- we kind of figure that on user nights. And that's kind
of a figure that we use here in the north district, too, which
kind of gets that actual usage more than just numbers per -- at
issue. I'm sorry for that clarification there. Yeah.

MR. GEORGE: So do you have a number, though,
on actually the number of climbers? Because that's important
as well.

MS. FORTIER: That -- we do have for McKinley
and Foraker specifically, but we don't have -- because it's a
voluntary registration system, we have some general data.

MR. GEORGE: But, I mean, just the ones that
register. Obviously there are others that may not.

MS. FORTIER: Yeah, it's like it's 5- to 600

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folks that regist- -- that do the voluntary registration in the non-Denali and Foraker climbs.

MR. GEORGE: Okay.

AUDIENCE MEMBER: This is for '07?

MS. FORTIER: I'm sorry?

AUDIENCE MEMBER: Is that for '07, 5- to 600?

MS. FORTIER: That's actually for this season, so '08. Yep, up until last week. And most all of the climbs are going to happen by September.

AUDIENCE MEMBER: Yeah.

MS. FRANKEVICH: What was it for the register -- for the McKinley and Foraker?

MS. FORTIER: I'm going to switch to a slide here in just a second.

MS. FRANKEVICH: Oh, Okay.

MS. FORTIER: That goes to those exact numbers. Let's see. So for -- on the north district here, we have -- these are the user nights, as well, and you can see the number of users on the bottom line there. These are from the last five years of data, and this was up until, I think, September 2nd. So those numbers would be a little bit higher.

In 2004, we were looking at about 10,000 user nights, and about -- a little bit less than 4,000 actual users in a season. Our dip there, I think, is a reflection of we moved to a -- our own Backcountry Information Center outside of

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the Wilderness Access Center. And I think a lot of people might have come into the Wilderness Access Center before and maybe saw that the campgrounds were full and decided, well, maybe we'll go out into the backcountry.

And they don't see that immediate option when they're walking into that Wilderness Access Center now. So that was when our change took place in 2006, in the last three years, and those numbers are kind of gradually climbing back up again. But I think that was that reflection of that decline there.

AUDIENCE MEMBER: This is throughout all the north part? Or is this all the park?

MS. FORTIER: This is all -- this is on the north district. Yeah, so I kind of separated them out, the mountaineering districts and then the whole north side. So this is in the north district here.

AUDIENCE MEMBER: 10,000 and 4,000 people.

MS. FORTIER: Yeah, user nights. A little less than 4,000 people currently, and a little bit over 8,000 user nights total. I think we're about 8,100-and-some-odd for user nights so far this season. So so far this season, it was 615 actual users for the south district. I just saw those in my notes. For the regis- -- voluntary registration program down there.

Kind of by unit, I've looked at sort of what

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the top ten most -- you know, highly used units are on the north district here. And if you go -- if we go back to this one here -- does this one have a laser on it? Oh, yeah.

Okay. So you can see here units 5 and 6 -- well 6 particular, and then 8, 9, 10. Most of these ones here south of the park road are very popular. 12 and 13 are very popular south of Eielson Visitor Center there. And then a couple of units on the north side, 31, 32, and 34 here, once you get out near the Toklat area. Those are most popular. And those are seeing approximately 3- to 500-and-some-odd user nights annually, according to 2008 data.

MR. OKONEK: Each unit?

MS. FORTIER: Each unit.

MR. OKONEK: Okay.

MS. FORTIER: Yep.

MR. GEORGE: But at any one time, what would be a maximum number of people you would allow in one of those units?

MS. FORTIER: Oh, I've -- in, like, unit 8 here, I think there's eight allowed per night.

MR. GEORGE: Okay.

MS. FORTIER: Oh, that's a polychrome. 9 and 10 have around eight -- eight or so. That's not parties, that's individuals.

MR. GEORGE: Individuals?

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MS. FORTIER: Yeah.

MR. GEORGE: Yep. Thank you.

MS. FORTIER: Yeah. So we'll go back. So those are kind of the more popular ones. And it ranges from, you know, just a few hundred, or even, you know, 30 to 40 in some of these more outlying areas.

And the north side here tends to be a lot more brushy, so we don't see as much backcountry use in, say, these units along here. Just because of accessibility. Most people want to get to the -- where they have clear views of the Alaska Range from these more southern units.

A lot of times, like, first-time users to Denali are going to want to probably travel down one of the river routes on the Toklat River or the East Fork. They're, you know, obviously easily negotiable for the most part, and not a lot of route finding necessary.

Most party size is two people on the north side here, and there's -- average of a two-night stay is the average. Whereas, on the south, I think it's an eight to ten, and a little bit larger party size due to the nature of that travel in that country.

So here's an annual number of climbers on Denali all the way up to -- from the last ten years up to current, last week, which should have been pretty much the total. It looks like it jumps around a lot, but you can see

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the scale here is anywhere from, you know, 1,175 to -- 1,150 to -- from a low up to 1,350 or so for a high back in 2005, so it kind of jumps around a little bit. And I think that's kind of.....

AUDIENCE MEMBER: Do you have a limited amount of climbers you issue per season for Denali? Or it's open? I mean, 3,000 people showed up?

(Multiple voices)

MS. FORTIER: Yeah, it's -- our maximum is 1,500

AUDIENCE MEMBER: Wait a second, that's just for Denali and Foraker, though, it's not -- you're not counting other people and climbers in.....

MS. FORTIER: We're not counting anything in the Alaska Range.

AUDIENCE MEMBER: And also on the north side, you're not counting any of the inholdings, the hotels that are at Kantishna or any of that travel.....

MS. FORTIER: Right. No, these are just permitted backcountry folks. That's not anybody.....

AUDIENCE MEMBER: There's a lot of other people that are around that aren't counted here.

MS. FORTIER: Sure. Well, I guess if you counted, you know, Kantishna inholders, there's admin permits, there's researchers that are maybe out there and folks like

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that. But for the most part in the wilderness portion of most of those areas that I was talking about being the most popular backcountry user zones, you're -- pretty much the only people you're going to find out there are actual permitted backcountry users.

AUDIENCE MEMBER: Is Kantishna in the old park?

MS. FORTIER: No. Kantishna is in the new park additions.

MS. GILBERT: What about day use? How does day use compare relatively to backcountry use in terms of proportions?

MS. FORTIER: We don't have a good handle on day use. We have a lot of anecdotal information based on bus drivers and information that -- you know, from -- the folks get at the Wilderness Access Center and our staff at the Backcountry Information Center. But we don't have any hard, fast numbers on that. I think it's something that we've been trying to get at.

So it seems to be on the increase based on the number of requests and -- information requests that we get, but we don't have a good feel for that. And that seems to be a nationwide trend, as well, that day use in national parks is becoming an increasingly popular activity. So I think that's something that we're going to try to focus on getting a hard number on in the future here.

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Let's see, so going back to the south district annual number of climbers, and here's on Foraker. And I think this is just -- you know, it ranges anywhere from just over 50 to -- this year was a fairly low year. I think at, like, maybe 15, 16, something like that. Sixteen, I think, was the number for this year.

I asked Missy, I didn't hear back from her exactly why, you know, you get more than 50 in one year and 16 in another, and you guys might -- I think it's some of the guided activities, if they -- some years they just have more clients that want to do Foraker than other years, but I don't -- some of you guys might have a better feel for why that's -- you know, a big fluctuation like that.

AUDIENCE MEMBER: Conditions of the year.

AUDIENCE MEMBER: I don't think anybody is really actually guiding Foraker anymore. I don't believe.....

MS. FORTIER: So back in 2000?

AUDIENCE MEMBER: That's all private party use.

MS. FORTIER: So those are the user totals. The users being the bottom line here, and the user nights being the upper line here for the non -- so this is everything else in the Alaska Range, like the Ruth Glacier, Kahiltna, Tokositna, Little Switzerland, all that kind of stuff.

MS. RUST: So you're estimating 5,000 people, or 5,000 nights?

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MS. FORTIER: 5,000 user nights. A little over 5,000 user nights currently.

MS. RUST: Okay. I got it.

MR. GEORGE: And more like 500 users.

MS. FORTIER: In about -- yeah, I have actually made.....

MR. GEORGE: And that matches your ten-day estimate, so.....

MS. FORTIER: Yeah.

MR. OKONEK: Yeah. But that's only from ones who have voluntarily registered. Right.

MS. FORTIER: Voluntarily registered, exactly. So, you know, it's tough to say if back here there might have been more, and people got more use to -- more comfortable using their voluntary registration system.

MR. OKONEK: Right.

MS. FORTIER: So it's tough to say how much of that. I mean, there is probably an increase, but it's tough to say if that's reflected exactly here based on that voluntary.....

MR. GEORGE: Do you have any estimate of what percentage of people might be using the area that aren't -- that aren't signing up through your -- 5 percent, 50 percent?

MS. FORTIER: I couldn't' come up with a figure like that. I don't know if.....

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AUDIENCE MEMBER: I could venture a guess. I mean, it would be pretty darn low now. Because we've gotten at air taxis very aggressive without strongly suggesting that you really need to register. And I think that's probably that spike that you're seeing right there.

Because before it wasn't -- you know, it wasn't as -- didn't seem as, like, a huge big deal, but because going through the (inaudible) process and working with the Park Service and wanting to work together. And for a lot of reasons, it's been really highly encouraging at times to register almost all of them now. There's very few that don't, I would say.

AUDIENCE MEMBER: A lot of it had to do with the Rogers -- you know, the waste camps.

AUDIENCE MEMBER: Oh, absolutely.

MS. FORTIER: Uh-huh. That makes sense. Miriam had asked me to find out about sort of the popular climbing routes, and these are all places that folks that are involved in the air taxi operation go. I mean, they're dropping people off, but in these particular places, these are the most -- the primary routes that people are using.

MR. GEORGE: For those of us that aren't familiar with some of that geography, do you got that on a map anywhere?

MS. FORTIER: Do we have maps set up down here

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for -- I mean, I can.....

AUDIENCE MEMBER: Yeah, Eielson Visitor Center has.....

AUDIENCE MEMBER: These are basically the portals -- these are basically the portals that we're using for runways.

MR. GEORGE: Okay. So just the droop-off areas as opposed to actual.....

AUDIENCE MEMBER: Yeah. Right around in those areas is where we drop them off is where they climb.

MS. FORTIER: So we -- I tried to pull together what available data the NPS had on impacts that motorized sound have -- what recorded data we have over the years from either backcountry staff that have been collecting overflight data, or data that we have from the backcountry management planner from visitor use surveys.

So this one in particular, this was an analysis of a data set. We collected overflight data during backcountry patrols up until a couple of years ago, so this was a subset of that data. I don't think it's been analyzed all the way out until the most recent years, but you can see this is a four-year data subset. This is on -- in particular, like, by what type aircraft. You can see regular fixed wings, helicopters, and then jets here.

MR. GEORGE: So these are just records of

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people on the ground?

MS. FORTIER: This is annually, yeah, from people on the ground observe -- and this is -- the protocol would be that a backcountry ranger, when they're out on patrol, every time they're in an active period of patrolling, they would record every time they heard aircraft overhead.

So they would have a watch, and they'd record when the event began, when the event ended, and what type of aircraft it was, and then the intensity of the audibility.

So from a one to a three, one being they heard something kind of off in the distance, it was audible, but it was not distracting. Two would be that, you know, it was definitely very audible and, you know, you took notice of it. It's kind of crude numbers. And then three was more like very distracting, very loud, hard to carry on a conversation.

MR. GEORGE: And do you ever have more than one backcountry ranger in the field at a time?

MS. FORTIER: Usually there's only one patrol out at any given time.

MR. GEORGE: Okay.

MS. FORTIER: With two people -- two to three people in a patrol.

AUDIENCE MEMBER: And that's for the.....

MS. FORTIER: This is in the north district only.

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AUDIENCE MEMBER: Oh, okay.

MS. FORTIER: Yeah. We have not had -- Jerry has probably the biggest subset, you know, of data for anything in the south district, but we don't have actual ranger observations like this in the field for the south district.

So in that -- from that data set from 2001 through 2004, these were the number of actual events, and the intensity rating and the percentage for each of those. So for the most part, they fell in that one to two intensity rating, and only 10 percent of the time in that kind very audible, hard to carry on a conversation range.

MS. FRANKEVICH: So three is the loudest, or one is the loudest?

MS. FORTIER: Three is the loudest, and one is the least, yeah.

MS. FRANKEVICH: And that definition being hard to carry on a conversation.

MS. FORTIER: This is the mean number of overflight events per patrol by aircraft type, so if you look at those averages, you know, you're looking at almost 40 on any particular patrol. And, of course, those varied greatly because on the clear days, you're getting a lot more aircraft activity than on the days where things were socked in, but that was an overall mean from all of the patrols.

MR. GEORGE: And a patrol is roughly how long?

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How many days or.....

MS. FORTIER: Generally two days in length, and -- but it ranged from just a few hours up until two days in length.

MR. GEORGE: Okay.

MS. FORTIER: That.....

AUDIENCE MEMBER: And this is the north side only?

MS. FORTIER: North side only, yep. And this was per-day events in that same time period, the mean number, so -- that bump in 2003, we're not exactly sure why. There were a few more -- there was more time spent doing this. We had a few more -- extra personnel, but it should have kind of evened out with the mean from that. And the weather could have been a really huge factor. I don't know if you guys could remember from year -- I never can, but was 2003 a particularly good year?

AUDIENCE MEMBER: It was.

AUDIENCE MEMBER: That was also one of the years that there was a lot of smoke, too. A lot of haze.

AUDIENCE MEMBER: Uh-huh. Yep.

MS. FORTIER: Yeah, I mean, certainly weather is the biggest factor in all of this.

MS. BALE: Do you think it might correlate with statewide data? Because I know after September 11th, there was

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certainly a rebound in tourism for a while, but I remember noticing that especially the following summer, which would have been 2002, but you don't have statewide numbers, so that would be totally anecdotal. Yeah.

MS. FORTIER: It would be interesting to compare it to that, though.

And this was jumping back a couple of years. I was trying to pull together what available data we did have, and this was some analysis that was done for the backcountry management plan. And so this is actually -- I pulled from that.

So this is from -- it's 1999 and 2000 data. And this particular patrol, this is one just example of the highest number of events and kind of the time line of when that occurred on a particular day. So it was 31 events, 51 aircraft total in a single day in that -- from that data set.

AUDIENCE MEMBER: Do they know who it was?

MS. FORTIER: I think it's a variety of -- of the north district, it's, you know, Era, Kantishna, Era, Denali. I mean, it's all -- it could be some of us, too, as well, but we don't -- we can't -- we have no way of recording, you know, who exactly it -- that is.

AUDIENCE MEMBER: What day was this? What year?

AUDIENCE MEMBER: '99, August.

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MR. OKONEK: 1999.

MR. GEORGE: August 3rd, '99. What -- and where.....

MS. FRANKEVICH: I don't understand.....

MR. GEORGE: Go ahead.

MS. FRANKEVICH: I don't understand the difference between an event and an aircraft. Isn't each aircraft one event?

MS. FORTIER: No. Sometimes there can be multiple aircraft in an event. If you hear an aircraft, and then within that time period when you hear -- start and then end, there can be another aircraft that comes within that.

MS. FRANKEVICH: And you call that one event?

MS. FORTIER: Yeah.

MS. FRANKEVICH: Okay.

MS. FORTIER: Well, this I pulled out of that visitor survey that was done. I have a different version of PowerPoint on mine, and it shows up differently. This was that survey that was done in -- I believe it was 2001, as part of the backcountry management plan.

We tried to do a visitor survey this year and it got caught hung up in -- sort of an administrative process with OMB, so it didn't actually happen. But it was to kind of get at some of these numbers as well as just the -- some of the indicators that we put on a way to evaluate people's

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experiences in the backcountry and see how we were doing with the backcountry management plan.

So this was basically -- I mean, this next one shows up a little bit better. Well, the loudest aircraft that they -- sort of the same numbers that we were using, except they went up to a scale of five. And mostly everyone that was surveyed in that visitor survey, you know, said that the audibility range was in the one to two range.

It was similar to what ours was for the breakdown where, you know, it was audible, but not impacting their experiences that much. Two to three was much more like very audible. The three to four was probably what our three is, very distracting, hard to carry on a conversation. And the four to five was, like, maybe were helicopters, like, right above you, and I don't think anyone experienced that; zero percent in that category. So those are kind of some old -- that was some older data, and I'm not sure how applicable it is.

This was how many people responded that they were annoyed with the audibility of aircraft. And it was interesting in this particular study. They -- there was a subset of the folks that they gave a warning to in the beginning and said, you may expect to see -- hear aircraft activity out there. And those people responded more negatively, maybe because they were -- thought about it more

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and were baited in a way. But they were more annoyed than the folks that hadn't been warned previously.

AUDIENCE MEMBER: Was there an option to say not annoyed?

AUDIENCE MEMBER: Yeah, what are those for?

(Multiple voices)

MR. WITHERS: Karen, I actually have a whole presentation on this.

MS. FORTIER: Oh, you do?

MR. WITHERS: Yeah.

MS. FORTIER: Okay. Good.

MR. WITHERS: If you want to skip any of it, you probably can.

MS. FORTIER: Okay. Yeah. Jerry's may get at that a little bit more. I didn't want to get into this too much because I knew that some of the other ones kind of hit on that a little bit more, and I was just kind of trying to give you a sampling of what available data the NPS has as far as our overcraft -- overflight activity went. So I'll skip to that one.

Let me go back to this one, and we can kind of open it up for just some discussion. You know, we don't have a lot of hard, fast data on the number of visitor responses that we get actually from the backcountry office that -- you know, people who write out a complaint form and say, you know, I was

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really bothered by overflight activity. We don't really have a hard, fast number on that, but it is probably one of the things that we hear most about.

And folks from the south district passed on that information to me as well. It's kind of the -- one of the number one things that folks inform them about, is, boy, there was a lot of flight activity, and that was distracting from their experience out there. But we really don't have any hard, fast data on those numbers of people actually writing out a complaint form.

AUDIENCE MEMBER: What was the second largest complaint?

MS. FORTIER: I don't know.

AUDIENCE MEMBER: (Inaudible)

MS. FORTIER: Yeah, most people don't have any comment at all. I mean, the vast majority, 90 percent, probably, don't say anything at all. Probably a bus-related complaint would be the next. Dirty windows or too long a stops or things like that.

MS. RUST: Do people complain about the bus noise? Do you hear that much?

MS. FORTIER: We hear it sometimes, but we hear sometimes that people think that the buses should be more muted in color, and that they should, you know, make them less reflective panels on the -- on the glass and things like that

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because in some units it can -- they can be very visible.

But one of the things with -- when you get your backcountry permit, you're told to stay out of the sight of the road. So you -- where you actually camp, you shouldn't be in view of the road, which means that you shouldn't see the buses in the road as well. So you wouldn't actually see them hiking for a while. And in some units, it could be for a great distance, like south of 2:01:32 here on the -- and I'm going to speak for the north side primarily.

I mean, you could be miles and miles away from the road and still see it. You have to hike a whole day to get out of view of the road. We did get more complaints when there was more maintenance traffic on the road a couple years ago. Last year maybe even when we were doing roadwork out on the road, so we were getting some complaints then, but it's not a -- it's not one that we hear very often.

MR. GEORGE: By complaints in this case, are you talking about people that are just in the backcountry, or people on buses, or both?

MS. FORTIER: People in the backcountry I'm speaking of.

MR. GEORGE: Okay. So that have left the road?

MS. FORTIER: Yep. So once they come back in from their -- from being in the backcountry, they stop in the visit -- the Backcountry Information Center, turn in their

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bear-resistant food container, and often, you know, if they feel compelled, either fill out an actual form, or just pass on some experience about their trip to one of the rangers.

MR. GEORGE: And even though, again, you don't have numbers, but can you characterize it all, kind of the nature of the -- is it just that there were airplanes there? Is it that they were too loud? Is it that they were in sight? What about the airplanes?

MS. FORTIER: I think people are surprised. They think that coming to Denali, they're going to have this, like, wilderness experience where they're never going to really -- they're going to step off the road and they're not going to really see or hear other human impacts.

MR. GEORGE: Yep.

MS. FORTIER: And so -- I think Alaskans, typically, are more aware of the aircraft activity, but so much of our use is from folks from the Lower 48 that when they do come, they're often surprised at the level of activity.

MR. GEORGE: As are many visitors to Alaska even not in the park when they realize how finite a road network; and therefore, how much air travel is required to get around.

But are you planning -- you said you were going to do a survey this summer and it didn't get off the ground. Are you planning that for next summer?

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MS. FORTIER: I think that's supposed to happen for next summer.

MR. GEORGE: And would it be possible for the council to get a look at whatever questions that you're looking at asking? Because more and more, it's becoming very clear to me that, you know, numbers aside, the perception of a problem is a real problem.

And so I think, yeah, we need all the information we can get on how people are perceiving aircraft -- I mean, a number of other things, too, but in our case, of course, we're focusing on aircraft. So I think that is very important.

And yeah, the one study from 2001 or whatever that half the people were essentially put on notice to look for airplanes before they went out in the field, yeah, they saw more airplanes. And so I think how that's done is very important as well, so yeah, I think that's something that this group would be interested in.

MS. FORTIER: Adriene has been working directly with the researcher that's been leading up that study, and unfortunately it did get sidelined from some.....

AUDIENCE MEMBER: Yeah, and it's really to implement the backcountry plan on a broader scale, so, you know, Nancy, in her presentation yesterday, had mentioned all of the indicators that are in there. There's things like, you

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know, how many times you saw trash or human waste, evidence of camp -- you know, all these things.

And so it's a very, very short survey. It's one page, and it -- there's basically one question per issue. So this is not an in-depth survey about aircraft or noise specifically, it's.....

MR. GEORGE: Well, I think, again, it would be helpful for us to see that. And who knows, you might get a recommendation out of the group to dig deeper into some areas.

I don't know. But yeah, that is, I think, very important.

And plus, would this survey be tabulated so you could actually correlate it after the fact with what units they were in and what time of year?

AUDIENCE MEMBER: Yes. Uh-huh. Yes.

MS. FORTIER: Yep.

MR. GEORGE: Because, yeah, I think we -- I mean, we're getting specific on the noise monitoring, and people know a lot about where flights are. We really need to know where your visitors are.

In fact, if you could turn out a map like this that was color coded for density of visitors, and visitors is a function of season; that, I think, also might help in terms of especially the taxi operators looking at it and scratching their heads about what they do in their operations.

MS. FORTIER: I mean, pretty much anywhere in

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this whole bubble that I'm drawing is going to be a lot of activity on any given day in the summer months. I mean, I pointed out some of those popular units, you know, seven, eight, nine, ten, twelve, thirteen, all of these things -- all of these units along here and a few on the north side.

But, I mean, the reality is, you've got people widely distributed all through that area; a lot in the drainages, but a lot remain scattered all about. It's really difficult to kind of -- you know, it would be difficult to draw a map and say, okay, here's all the hot spots, because there's.....

MR. GEORGE: Well, but if you can put them in zones at that granularity, that's a lot further than we are right now, I think.

AUDIENCE MEMBER: Essentially from the sanctuary to the toe flat south side of the roads.

MS. FORTIER: Yeah, and those we're -- you know, those we're seeing in 3- to 500 users in a particular user night in a particular season. But you're still seeing, you know, 200, 100 user nights in a lot of these other zones, so -- I mean, there still are zones up here. And some of these fell into the top ten category, you know, 30, 33, 34, in that zone.

MS. FRANKEVICH: Just to clarify, though, it's not sanctuary to the Toklat, it's sanctuary to the

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Muldrow Glacier.

MS. FORTIER: Really for the Muldrow, because this is out in the Eielson Visitors Center area.

MS. FRANKEVICH: Yeah, if it's around Eielson, it's very well-known.

MS. FORTIER: These units up here.

AUDIENCE MEMBER: Just one question, how was your park experience? Is that covered in the survey without loading anybody, putting anything in anybody's minds as far as what they should be looking for?

AUDIENCE MEMBER: Well, the whole idea is to find out where we -- if we're within the standard or not for the indicators in the backcountry plan. So yes, it gets very specific, because that's the whole point of the survey.

AUDIENCE MEMBER: Do the other parks have the same survey?

AUDIENCE MEMBER: No. This is -- this survey was designed specifically for Denali. Denali is currently the only park that I know of in Alaska that has a completed backcountry management plan that has an indicator and standards monitoring.

AUDIENCE MEMBER: Are there any others in the Lower 48?

AUDIENCE MEMBER: Yeah, there are parks in the Lower 48 that have a similar indicators and standards and

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adaptive management strategy, but this survey is unique to Denali.

MR. GEORGE: And you're indicating this is a one-time event? At least initially or are you.....

AUDIENCE MEMBER: The backcountry plan calls for monitoring those indicators at least every -- once every five years.

MR. GEORGE: Yeah. Okay.

MS. GILBERT: And is the survey -- have you finished drafting it, or am I hearing that there will be some possibility of us looking at it and maybe suggesting some tweaks to the questions, or is that too late for that?

AUDIENCE MEMBER: You know, I'm not really able to answer that question. It's now sort of in Phillip Hoogie's (ph) -- you know, in his stack of things to do. But we had a completed, finalized survey, and it was just held up through the O&B permitting process. And it was final. And we'd be more than happy to share that, if we -- yeah, we kind of lost a year.

(Multiple voices)

MS. GILBERT: Okay.

AUDIENCE MEMBER: But it would be a question for Phillip and Paul whether or not -- you know, how they want to proceed with that survey.

MS. RUST: I would think that it would be -- I

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mean, especially given how important the information is, it would be really important for us, maybe, as a group to maybe either make that request that we would like that to happen to be able to look at it.

Eric just handed me -- you can see it's well loved, but this is the 2004 one. It might be worth people just looking at it. It has the questions. And we can pass it around. It's kind of neat. And I have one more comment, which is how many comments do you get that are just -- do you have just blank comment cards and people comment?

MS. FORTIER: Uh-huh.

MS. RUST: So out of those types of comment cards, do you have information for us about what their experience is with overflights? I mean, like a tabulated.....

MS. FORTIER: Oh, tabulated in the superintendent's office.

MS. RUST: Yeah, because that would be really worthwhile to see. Because that's the -- I think the solicited versus unsolicited is really important. I mean, and -- because we look at it, both of them are valuable. But I do think that it gives us a different perspective because we're not -- people are coming in with what is really -- I mean, we're not making them aware of a problem. They're bringing the problem to the forefront. So I would be glad to.....

MR. CUDNEY: Also, on that same note, if there

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was a quantified or verified complaint or so, would the operator or potential operator hear about it within a reasonable time? I mean, if somebody really had a -- and the reason I bring this up is.....

MR. ANDERSON: Is do we let you know whenever we catch them?

MR. CUDNEY: Like I said.....

MR. ANDERSON: The answer is the most common complaint is the helicopters over the north side. It's very -- it's not very common. I mean, we get thousands of comment cards. I read every one of them personally. We get thousands of comment cards every summer.

The majority of comment cards are what a wonderful bus trip I had or what activity driver I had. Or by far the majority of comments. We get a few comments about overflights, and usually they would transition into discussions where, you know, somebody -- the helicopter came over the ridge, they thought they were too low, they blew them out of the air, and, you know, that was their -- you know, I hate helicopters when they're flying too low.

How many do we get? Not very many. I mean, I bet you five a year, six a year, like that. But other kinds of comments that we get about aircraft is, you know, we can't identify who the aircraft is, so there wouldn't be a conversation with anybody, it's just, okay, here's another

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comment to put into it.

But the numbers are probably -- I'm going to guess at this, but I would say in the range of 50 to 100 a year, but not higher than that. Comparatively. So you have.....

AUDIENCE MEMBER: Who flies the lowest in the park?

MR. ANDERSON: Pardon?

AUDIENCE MEMBER: Who flies the lowest flights in the park?

MR. ANDERSON: The Park Service of Alaska. We have about 400-, 500,000 people that come visit the park, and out of that bunch there's about 4,000 people that complain.

AUDIENCE MEMBER: How many total complaints do you get?

MR. ANDERSON: Out of the 4- or 500,000 people that come to the parks, you have about 4,000 people that typically complain. Probably one -- probably get -- well, a lot of these comment cards aren't complaints, too, so.....

MS. FORTIER: Yeah, I would say the majority are probably positive. You would.....

MR. ANDERSON: Okay. So less than 4,000 complaints.

MS. RUST: But I think it's important to look at both not complaints, but people -- anybody who's motivated

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to write something on their own and take the time to do it. I mean, that's -- I think it's serious. So how many total comments do you think you get in a year?

MR. ANDERSON: Well, that's what I'm saying. We get between 4- and 5,000 total comments.

MS. RUST: And then so 50 -- okay.

MR. ANDERSON: And some of those -- a lot of those are positive.

MS. RUST: Right.

MR. ANDERSON: Probably at least 50 percent of those are positive, and 50 percent are not so positive on every topic you can imagine, from restrooms to overflights to the superintendent's policies.

I guess the message that I would convey is -- well, I don't have actual numbers right now. We can probably get them specifically for you there in the next week or two. The number of complaints about aircraft overflights by visitors to the park in that forum are very low.

MS. RUST: But I do think -- just to reiterate, I think this group should -- if we really want to get the answers and to see things as realistically as possible, I think that looking at that survey is critical.

MR. ANDERSON: Yeah. I don't have any problem sharing the survey with you. The survey didn't go this summer because O&B needed more than eight months to approve it. And

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so it's already gone back to O&B for approval for next year, because it's going to take us a year now to get it approved.

O&B has streamlined their process, so instead of taking three months, it now takes a year to get it approved. And so it's already a done deal in that context.

If we want to do a survey that's more specific to overflights and that kind of thing, I'd be more than happy to work with the group on it and have Phillip and his staff work on it. That probably would be a better way, at the moment, with these issues, because then we could customize it to what the group felt was appropriate kind of information to gather.

AUDIENCE MEMBER: For the sound program, I think we have ideas for a survey as we develop more data about how their experience is shaped by their soundscape. Similar if any of you have been involved in the bus survey, something where visitors are queried on their experience on their own bus, but queried on potential experiences and what they find acceptable.

So we develop these social norm curves of what most people think is acceptable. And we have a vision for doing something like this for the soundscapes of the park where you're -- it's a much more in-depth survey, takes maybe 30 minutes per person. You use fewer people that you query, but you build a social norm curve for what is acceptable to you

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when you're in the park.

Is it acceptable for you to hear, you know, three very loud intrusions per day and 50 that you just hear? Is that acceptable to you? Or is it some other number?

And you develop these curves that help you build the data, and then use our own data of what we monitor to see, you know, where the problems are and if there's any revisions that we could do to our policies to meet those, both what people expect and the sounds that we hear.

So that's probably three years out by the -- as we develop that and get it funded and stuff like that. So that's something that maybe is more appropriate to this group. Or as appropriate to this group.

AUDIENCE MEMBER: I was just wondering, since the survey is kind of already a dead deal, does anybody know how that particular question is worded? Does anybody have it?

MS. FORTIER: I don't have it handy, but I'd be happy to distribute it.

AUDIENCE MEMBER: Since you already have it, it would be interesting to see what the wording is.

MS. FORTIER: Anybody have any other questions?

MR. GEORGE: So what is your estimate of total visitors in a year?

MS. FORTIER: In the backcountry?

MR. GEORGE: Total for the park, park visitors.

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MS. FORTIER: 400-and-some-odd thousand.

MR. ANDERSON: Between 430- and 450,000.

MR. GEORGE: And how -- if you don't get any numbers off the busses, how do you compile that estimate?

MR. ANDERSON: We do get numbers off the busses.

MR. GEORGE: Oh, okay.

AUDIENCE MEMBER: And that's 4,000 users, roughly, in the north side backcountry, 1,100 and 1,300 climbers on Denali and Foraker, and 500 non-Foraker.

MR. GEORGE: And 500 -- but Denali.

MR. ANDERSON: We need to clarify that number. The number that she gave you is the number of overnight users, it's not the number of backcountry users.

MS. FORTIER: Right. The day users aren't -- we don't have a number on day users. These are permitted.....

MR. ANDERSON: And number of day users would be significantly higher than that.

MS. FORTIER: Yeah.

MR. ANDERSON: But we don't have a number on it because we don't register them or have, you know, a solid means to count them, if you will.

MS. GILBERT: Paul, what about -- do bus drivers keep track of who gets on and off busses? So could you use that if -- if, in fact, that's collected consistently,

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could you use that to figure out that, you know, like a few people got off at Stony, and did somebody notice that and write that down and use it as a tabulated -- are there records like that that could be used to help you grab that backcountry -- I mean the days?

MR. ANDERSON: Well, there's probably ways to do that better than what we're doing right now, but up until recently accounting for day use hasn't been a priority, if you will, for management in the park. So I don't know that we've got data that goes back that would be reliable in terms of, you know, what percentage of day users we have. But certainly there's various means by which we could gather that information. And we probably need to be thinking about that.

MS. GILBERT: Yeah. And as Adriene was pointing out as kind of a little side bar that I know, one of the things the state has been reluctant to support is mandatory registration.

So, I mean, that's -- it's sort of counter-intuitive; on one hand we're interested in data, on the other hand, we don't want to burden people with a -- too many permits, so -- or, you know, you have some permission kinds of things. So as soon as you do that, we -- you obviously got attention. So if the bus -- getting on and off the bus is a way of collecting data without actually asking (inaudible).

MS. FORTIER: And there's probably a lot better

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way to do it. I mean, right now I think it would be really difficult, because some people just get off the bus and walk the road a ways and then pick the next bus up. So they're not actual back country users. So they'd have to probably be asked specifically or hike off the road in the backcountry.

MS. FRANKEVICH: And then it seems problematic because it seems like -- I can see a lot of gray areas where somebody stays with their bus, but they walk up on that little trail above Polychrome, or they walk down, you know, any of the trails from Eielson or off on the tundra but don't -- so they -- you know, they have a minuscule amount of backcountry experience, so it does seem like a pretty hard thing to get a number on.

AUDIENCE MEMBER: There's lot of people that take the class to be in the backcountry.

MS. FRANKEVICH: That take the?

MS. FORTIER: Those are primarily all the folks that are getting permits to spend the night in the backcountry.

MR. GEORGE: So day backcountry people don't go through that orientation.

MS. FORTIER: That's right.

MR. GEORGE: Only overnight?

MS. FORTIER: Only overnight.

MR. GEORGE: Okay.

MS. FORTIER: Yep.

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MR. GEORGE: Well, but that's okay. That's still a good place to start, because that means they're going to have more exposure to the backcountry than people that are just out for days, so that's -- yeah, it's not a perfect world, we all knew that.

MS. GILBERT: Okay. So are we done with this one? I want to keep us moving. So thank you. That was good.

MR. GEORGE: Yeah, very interesting.

MS. GILBERT: Do we want to go back to Jarred's, have Jarred finish up?

MR. WITHERS: Well, actually I just -- I had an overview presentation of the 3,000 visitor survey that Karen started talking about, but I don't know if the committee wants to hear it, or if you just kind of want to make discussion about the user survey. If you want to move on to a different topic, then.....

MS. GILBERT: Okay. What's your other topic?

MR. WITHERS: I was going to touch on wildlife impacts, but I think I want to defer that. I did a little limited review and just read the papers. I think I might defer that and try and get a wildlife ecologist or biologist to offer their opinion.

MS. GILBERT: Okay. And that was your -- those were the two things?

MR. WITHERS: Yeah.

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MS. GILBERT: You want to defer one, and you said you've already, you know, covered the other one?

MR. WITHERS: Yeah. I could offer a little more detail about the survey, if you guys want to hear it, but if you want to move on, that's fine as well.

MS. GILBERT: Okay. What does the group think? Do you want a little bit more from Jarred on the visitor use stuff?

(Multiple voices)

MR. GEORGE: But we could have a five-minute break first.

MS. GILBERT: Yeah, we can do that. Let's take a five-minute break.

(Off record)

(On record)

MR. WITHERS: I just want to go through an overview of the backcountry survey real quick, because I think it's a lot of good information, and I hadn't actually known it existed until I was doing a little bit of research preparation for this meeting.

I hadn't seen it before, and we were talking about designing our own survey, which we still will probably do because this one has been a little while since it's been done, but it really addresses a lot of the issues that I think the committee is interested in when it comes to visitor opinion and

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visitor perception.

So it was administered in the year 2000, reported on in 2002. The survey is visitor profile and demographics, human presence, questions, both aircraft encounters and overall trip satisfaction. There's a multistage survey the and a mail survey component.

The multistage was questions before you went out. They sent you out with a journal while you were on your trip to make notes and answer questions while you're in the field. And then they followed up with a -- some questions when you were done and came back to turn in your bear camp. And then other participants who just mailed a survey after their trip was over.

Karen mentioned the aircraft information experiment after respondents, they -- what they did was they just said that there are aircraft over the park. And they were shown a map of common flight routes. And that was the extent to which they were primed. And they surveyed visitor expectation, experience, and reaction through the presurvey, the journal, and the postsurvey.

AUDIENCE MEMBER: Half of how many?

MR. WITHERS: Half of all the visitors. Oh, 262 was the count for -- so between 250 and 300 for all the questions they asked. The little end number at the bottom of all these graphs indicates how many people responded.

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AUDIENCE MEMBER: In thousands?

MR. WITHERS: In thousands?

AUDIENCE MEMBER: No.

AUDIENCE MEMBER: No, 262.

MR. GEORGE: People.

MR. WITHERS: 262 people. Yeah.

AUDIENCE MEMBER: North side users?

MR. WITHERS: These would all be north side users. I -- because it was administered to the Backcountry Information Center. So I just pulled out some questions and some of -- some of the tallies of responses that I thought would be of interest to you guys. There's -- the report is huge, it's 400 pages long. It deals with all kinds of stuff.

So the first one is did you know that aircraft are sometimes heard flying -- heard or seen flying over Denali? 25 percent of the people said no. So there's a good indication of perception. But most people do know that there are flights happening over Denali.

MR. GEORGE: And again, these are the prequestions, right?

MR. WITHERS: These are prequestions.

MR. GEORGE: Yeah, okay.

MR. WITHERS: During a typical day on this trip, how many times do you expect to see aircraft? So this is, again, before they left on their trip. 22 percent say

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none. And then it ranges up to 1.7 percent say more than ten. Some with no expectations or unquantifiable expectation.

The next one. During a typical day on this trip, how many times would you prefer to see aircraft? So 70 say zero. There are some, 5.2 percent, that would prefer to see three or more aircraft. I mean, for some it's a safety thing, I think. I mean.....

MR. GEORGE: Those are the Alaskans.

MR. WITHERS: How many times did you hear or see aircraft today? So this is in the journal while the people are out on their trip. Pretty good -- I mean, it's a pretty fine scale, but fairly even distribution between none or almost none to ten or more. And then at the bottom, it shows the average number of aircraft seen per trip day is 4.87 among all respondents.

MR. GEORGE: Actually, that's a weird distribution.

MR. WITHERS: I imagine the distribution is affected by the fineness of the scale, or the gradations there. I mean if you're not really keeping track, then, you know, what's the four -- the difference between four and five is you have to think back and.....

MR. GEORGE: Well, but to have that much of a -- almost a somewhat bell curve and then this big spike at the end, ten or more, that's kind of a weird distribution.

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MR. WITHERS: Yeah. I think this one deals with perception also, since they weren't tasked with recording every one that they -- as they saw it. You know, it's still asking after the fact. So how long was the total time you could hear or see aircraft? This is also a during your trip question.

AUDIENCE MEMBER: Time.

AUDIENCE MEMBER: Twenty minutes? Is that what that means?

AUDIENCE MEMBER: Average time (indiscernible - simultaneous speech).

MR. WITHERS: Yes, that's minutes per day.

AUDIENCE MEMBER: Minutes, per day.

MR. WITHERS: And the average of all the responses was 8.66 minutes per day. Were you at all annoyed by aircraft during this hiking trip in Denali? And what this is, is this is a division between the groups that -- the group that was told beforehand that there are flights over Denali and the group that was told nothing.

So of the people who were at all annoyed -- or no, sorry. 61.2 percent of the people that were told about aircrafts responded by saying that they were somewhat annoyed, and 48.6 percent of the people that were told nothing responded that they were somewhat annoyed.

So this, I feel, addresses a question that

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often comes up, like, well, what if we just tell them that there's planes out there, you know? Won't that make them less annoyed if they -- you know, if they come with the expectation that there's not going to be and we alter that expectation before their trip starts? Should it not improve their experience? And, at least in this situation, the answer is no.

MR. GEORGE: But you got to look at what the -- what they were told in that. And I can't remember the exact wording, but is did you know, you know, that there are aircraft -- did you know that there are no laws that keep aircraft from flying, you know, below a certain level?

I mean, it was not, at least in my opinion, a neutrally worded introduction to aviation, and so I'm not at all shocked that sure enough the larger group of the folks that took the presurvey were annoyed by aircraft. So I think it's how you do the educating, not just whether you educate or not that matters.

So you really need to go back and look at those questions carefully, because, I mean -- and they're not horribly biased, but there's some things in there which kind of predispose you to kind of question this whole thing. So the devil is in the details.

AUDIENCE MEMBER: There's the term annoyed. Kind of there's a key right here, weren't you annoyed?

MR. GEORGE: At all annoyed. That's a higher

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bar.

(Multiple voices)

MR. WITHERS: Yeah, here's the annoyance, right here.

AUDIENCE MEMBER: Yeah.

AUDIENCE MEMBER: Are they a factor?

MR. WITHERS: Of all the people who said that they were at all annoyed, this was how they classified their level of annoyance.

MR. GEORGE: And then, see, that isn't even a neutrally worded -- I mean, the putting it in the annoyed factor from the beginning as opposed to how did aircraft impact you? Could have been good, could have been bad. This is all about how bad it was.

MS. RUST: Yeah. Did it make you feel safer? Did you -- was it comforting? Was it annoying? Was it -- I mean, you could have a whole list of descriptors, adjectives, there to describe it.

MR. WITHERS: Yeah.

MS. RUST: And not just -- because there aren't a lot of choices.

AUDIENCE MEMBER: It's still turned to the negative.

MR. WITHERS: And I guess the -- I mean, I don't know anything about writing survey questions, but I know

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that this survey was drafted by people that do. It wasn't written by the Park Service.

MS. RUST: It depends on what you're trying to get -- what you're trying to get at.

MR. GEORGE: Yeah, yeah, easy, easy.

AUDIENCE MEMBER: I mean, the Leopold Institute wrote this one. And it can't be neutral. Okay. I mean, it isn't. If this survey question has been passed around this room, the one that's now waiting for O&B approval, do you think that we'd all go yeah, I think that's great. I don't think so.

MS. EAGLESON: But we're not talking about a neutral area. We're talking about wilderness. Wilderness has a different status than a corn field. I mean, this is wilderness, and, you know, it was not set aside to be the economic engine for every entrepreneur on the periphery of the park.

This is wilderness, and I think we could put that word in the question, too, you know, that we're talking about something other than just any old place. And that's not exactly neutral, either, to leave wilderness out of the question.

MS. RUST: And I agree. I think the wording is so important. And I think wilderness. But I think when you load questions with negative words and you don't give a variety of choices, it's like me saying, you know, how bad did you

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think, you know, so-and-so was today? You know, my child, how bad did you think Jonathan was? Was he bad? Or was he really bad? Or was he horribly bad?

I mean, if you ask it that way, instead of saying, how did Jonathan do today? Did he have a good day? Did he have a bad day? Was he a little -- I mean, it gives different choices and lets people come, on their own, to the conclusion.

And I -- this is why -- this is right -- that question right there is good example. It doesn't do either group who's here today a favor. What it does is it doesn't get us the answer we're seeking. What it does is it leaves one saying well, it should be this way, and the other side is thinking this.

We want to get the real answer. How really annoyed are people, or is it troubling, and how troubling, and what's troubling? And.....

MR. CUDNEY: These come in with a prebias already. And, you know, with a prebias, there's no other option on this except to take a negative side. Everybody here has a plan, yes.

AUDIENCE MEMBER: 100 percent are annoyed.

MR. CUDNEY: Exactly.

MR. WITHERS: No.

AUDIENCE MEMBER: Some stage of annoyed.

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MR. WITHERS: Well, you get to say whether you were annoyed or not. And saying not is the positive side.

AUDIENCE MEMBER: Doesn't this exclude the 51 percent who weren't annoyed?

MR. WITHERS: Yes, this excludes anybody that said they were not annoyed.

AUDIENCE MEMBER: Yes.

MR. WITHERS: So if you said you were annoyed, then you get to answer the questions.

AUDIENCE MEMBER: Then you answer this question. Okay.

MR. WITHERS: Yeah.

MS. BALE: I'd prefer not to think about there being two sides. We really need to be careful about beginning to define ourselves as there being two sides here. We are, you know, how many of us? Twelve people? And we represent -- we have a huge variety of diversity of opinion. And a long history of involvement with this park. And I really think we need to watch our language about sides.

MS. RUST: And I should speak to that. And I probably -- a word is probably perspectives, is a better word than -- we're coming with different views. And that's probably -- you're right, language is really important. But there are perspectives and lots of feelings here.

And I think that my point is, it was maybe

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missed, was it's really important for us to get the right answer, and to get the real answer, not to have something that all the different perspectives or whoever is in this room can't agree that that was a good question. I mean, we want to come to it and say, that was a good question, it's a valid question, we got what we wanted out of it.

And so if I used the wrong terminology, I apologize. It was certainly not meant.

MR. GEORGE: And I have no doubt that, in fact, we can come to agreement about either how things ought to be worded or other things to get at that information that still meets our individual needs, so.....

MR. WITHERS: Okay. The next one, did aircraft overflights either add to or detract from your enjoyment of Denali on this trip?

AUDIENCE MEMBER: These are questions that you're asking people on the ground?

MR. WITHERS: So these last three questions are questions that were asked of backcountry visitors, overnight visitors after they returned from their trip.

(Multiple voices)

AUDIENCE MEMBER: And why would they pick some enjoyment over an aircraft? If they're on the ground, why would they think it would add to their enjoyment? This is an example of what's going to be negative again.

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MR. WITHERS: Well, some.....

MR. ANDERSON: Well, if I came into -- if I flew into the park and landed in an aircraft and then had my experience and then an aircraft came and picked me up, I may not want to have aircraft flying over me all the time, but I would probably answer this as it added greatly to my experience.

(Multiple voices)

AUDIENCE MEMBER: How many neutral? It looks like that's only -- people could have not answered this because they felt.....

AUDIENCE MEMBER: Well, that's only half the people who got.....

MR. GEORGE: 49.6 percent in the fine print at the bottom didn't answer this question.

AUDIENCE MEMBER: Right. So 51 were neutral -- 50 were neutral. 50 percent. Okay.

MR. GEORGE: Or who -- yeah, that's the 49 percent that did answer the question.

MR. WITHERS: So this is insightful data, I think. There's some highlights that I pulled out, but we've probably already mentioned. Most backpackers were not surprised to see aircraft. Most backpackers prefer to hear or see no aircraft.

All the backpacking parties here were seeing

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flightseeing aircraft at some point during their trip -- 58 percent of all of them. Sorry. And 28 here can see them every day of the trip. Most aircraft encounters were not extremely loud. That was one -- there wasn't a graph on it, it was just something that was in the report.

Knowledge of aircraft prior to the trip made negative reactions more likely. 50 to 60 percent of backpackers reported some annoyance with aircraft. 45 percent reported that aircraft detracted from their experience. And 10 percent of responded said aircraft would affect their future visits to Denali.

MS. BENNETT: Did it quantify how it would affect the future visits? You said it would affect it? Either positive or negative?

MR. WITHERS: It would affect. I'd have to look back at the report to see what the context of that statement is. I assume it means 10 percent means they were annoyed enough that it would affect their future trip plans to Denali.

MS. BENNETT: Whether or not they come back. Okay.

AUDIENCE MEMBER: They probably mean total respondents of the surveys.

MR. WITHERS: It varies by question, and not everybody responds to every question, but all those graphs had

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numbers at the bottom of them, and they seem to range between 200 and 300 -- 200 and 300 respondents.

AUDIENCE MEMBER: Any questions in there about bus noise or dust off roads?

MR. WITHERS: It would not surprise me. I only looked really closely at the aircraft section of the report, which was about -- only about 25 percent of what was reported on. There's a -- the full report is on the NPS Web site. If you go to that address, it's kind of a big hodgepodge of documents, and it's called the 2000 Denali Overnight Backcountry Visitor Survey.

MR. GEORGE: For anybody who wants to look at it, though, it is broken up in chapters. And so you can extract out of the much bigger report the chapter that deals with these questions. But make sure, again, you go to the back of it, which gives you the prequestions so you can actually, again, see what the -- you know, what the setup was. But don't be intimidated because it's -- you don't have to read all 200 pages.

MR. WITHERS: That's it.

MS. GILBERT: Thank you. Next we've got Steve Carwile and Guy Adema.

MR. ADEMA: Adema. Either way.

So this is a couple of things kind of put together. We're trying to do a better job keeping track of

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what our use is. And then we've also -- there was a graduate -- or actually an undergraduate student that did a research project just sort of on what the sound -- the simulated sound is in the impact on the ground. I want to run through that study real quick, and then I'll show you what we're doing in the (indiscernible) use.

This isn't mine, this isn't my work, it's Amanda Peacock. A 2006 bachelor's degree. This was her sort of final project. She -- quite an interesting thing, it's this simulated -- and they use FAA software that was -- what's it called? NRM. I think it's NRM. Oh, no, it's INM is the FAA software, if there's FAA people in here. And then they made it user friendly to the Park Service and called it NMSIM for Grand Canyon studies.

So I'm going to run through it relatively quickly. There's a lot of pictures, but this is what we think the flight paths were in 2006 at the park. This is sort of our, you know, goal that had been around for a while, kind of sketched a few flight paths on here that were relatively prominent.

She went out as a student. She had been a backcountry ranger here, and then went to school at the University of Fairbanks. She applied to a grant, got some money, and went and actually took seven scenic flights, and took a GPS with her on those seven flights. And she took a

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flight log with GPS on those flights.

She didn't inform the pilot that she was on a scenic flight, so, you know, it was a relatively random survey of seven of the -- and then she added six more flights that she picked up -- just, they were flights that weren't covered on her seven that were on our standard flight route map. She asked us for the standard flight routes at the time.

So she took the seven that she did, and then the six that weren't covered out of those seven flights that she could afford. And then the model uses the type of aircraft, including the acoustic signature of that aircraft that uses the elevation of the aircraft.

So these are -- this is the elevation profile of the seven different flights she took. Talkeetna Aero Services. You can't -- you got to zoom a little bit to see what's what. But the red is Talkeetna Aero Services as the example that I'll run you through real quick of how this worked. There's their elevation, peak elevation 6,000 meters.

And it also used the terrain. So it took into account the terrain of the Alaska Range, the terrain of all the mountains.

So here's an example of one flight. A 25 decibel or louder is what you would expect on the ground from the signature of that flight route. So if you had your sound pressure level gage on the ground, this is what you would expect to hear. Purely computer model, this has near -- zero

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wind. You can put wind into it and all this other stuff.

So this is one flight, and this is what you would expect on the ground. You see there's a few places either directly under it, but particularly when it crosses mountains. If we jump up to 40 decibels on the ground, you see it's a smaller slot that plane impacts. And it's particularly impactful where it crosses some of these ridges coming out of Healy.

And it sounds -- talking to Eric a little bit, like they've actually modified -- and this is a good example, because it's no longer a route, so we're not -- we're not trying to attack any one person in her report that we can put on that same Web site. You know, it runs through all seven of her flights and has the same data, so it -- this is just one I pulled out.

If you jump up and do just the places where it's 60 or more decibels, you can't see it well in this room because it's so bright in here, but it's really just where it crosses the ridges. And then she does a little bit to do the analysis of how this crosses over with the impact -- with the management zones, management areas of the EIS.

So when we put these all together, we get something like that. So if you model the noise created by those 13 flight routes, this is what you should hear on the ground in any one of those areas. If -- where'd that go? Oh,

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I'm sorry. This is the different levels. So this is at 25, and this is at 40 on the ground. This is what you'd hear from this 13 flight routes. And these are the areas if you just want 60 or greater decibels.

So this is where it's quite loud on the ground.

And, you know, you see the takeoff here from Talkeetna, and you see the ridge crossings in the old core. And then ridge crossings on this one.

Then they wanted to test what was monitored on the ground versus that modeled reality. And there's quite a bit of variation in this because every pilot doesn't fly the same route. There's windy days, it could be -- the sound station could be shielded by a -- some sort of local terrain feature or whatever. At the time, they only had a few sound station types of data to model with.

But you'll see from what we're doing with the park data that we're sort of moving toward the next step of this where we build a better model to see how accurately we're able to predict what types of the maximum noises are on the ground, and then build a better either visitor experience or visitor expectation of experience based on what it would sound like.

So this is how they did the Grand Canyon International plan. This is the same type of fundamental modeling they used. So it's no secret. Oh, and I've got a few

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copies of her map, of one of those levels, if anybody wants it.

AUDIENCE MEMBER: Is it going to be posted on the Internet, that report?

MR. ADEMA: We can put her report on the Internet, yeah.

MS. BALE: But it's, like, 15 megs.

MR. ADEMA: Yeah, it's big.

MS. BALE: I have it on my computer. If anyone has a key, I'd be glad to give it to them.

MR. ADEMA: She's got it and can give it to you. I can give it to Miriam and -- but I can put it on the Web site or you can contact me directly (inaudible).

AUDIENCE MEMBER: Okay.

AUDIENCE MEMBER: I think that's probably the most meaningful piece of information we've gotten today?

MR. ADEMA: This type of thing?

AUDIENCE MEMBER: This in a lot of ways, because we're trying to make an intellectual leap between the point sample and all the maps that works, and how this is understanding. And this graphic representation of this is really powerful, because it sort of tells us what is.

MR. ADEMA: Right. Where is the noise. And it's -- this is only -- you know, this says 13 flight routes, one plane per group. You know, it doesn't do four at a time. It doesn't do -- but you wouldn't -- you know, it doesn't do

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wind, it doesn't do cloudy days versus nice days, but it is an average. And she flew on all nice days, so she got the normal, you know, unweathered flight route.

But this is where we're trying to go with our sound data. This is the true ultimate thing with our sound data is we look at, in ground truth, what kind of model this is and how it works, and then tweak the model a little bit. Because we need something realistic, not -- you know, if it's not realistic, then it's going to be the same conditions at every point, every time. And then you're going to fly the same route every time.

MS. FRANKEVICH: You said the sound is highest over the ridges, so that's because the planes don't necessarily increase their altitude to keep above ground level? They.....

MR. ADEMA: That's my -- you know, that's -- acoustically I know it's kind of complicated how there's defraction and all this other junk. But I think typically it's just that the terrain rises up to it, and the model is predisposed to terrain. So when the terrain comes closer, it's modeling your distance from the source. And the distance is going to be shorter on the ridges.

It's just like the precipitation gauges of Alaska -- maps of Alaska. And we have, like, 12 good points in Alaska with good quality precipitation data. But somehow we have a perfect model of precipitation. It's always the highest

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at a peak. So those are things to keep in mind.

Anyway, so this is where we're going with -- I mean, this is an ultimate application of all the detail sounds (inaudible). Now, our own use. There's no doubt that we are, you know, as big a user as anybody. And it's no secret, either, that we're the ones with Super Cubs going in circles down low annoying the camper. So we started trying to track our own use and figure out a way to do it.

And it's relatively -- it's not super easy, but we want to figure out our own use, find places that we can mitigate our impacts through changing our own patterns, gather data to sort of inform people what -- where our use is and what's going to be there, what they can expect. Currently we track the number and location of wilderness landings, and our total hours, hours on. This year we have 67 landing in the wilderness as of a couple days ago.

Here's our -- and we know this is good data because it's from our billing. We all, in the government, we have to (indiscernible - laughing) through OIS forms. These are our numbers from OIS forms. Fleet hours are park aircraft, fixed wing. Fixed wing charter means when Pam calls Jay and goes and does snow surveys. Or when we pay Sandy to go chase a pack of wolves around, whatever the case.

And then rotor wing is everything combined, because we don't own any rotor wing. So this is the Temsco

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park helicopter, plus the spring bear capture, plus whatever else. So these are the numbers of hours flown.

Now we have AFF, which we can't really get good data out of which tracks -- every 15 minutes tracks their planes. That's one group we're tracking to see where our use is, but I think we got a better solution coming up. So we did this little pilot project. We just started it. It's not really in depth yet.

We're just trying to figure out our own use and what's -- what the technology is, what the feasibility of data collection is, and then what we can do with the data. You know, we collect the data, it's whether we can use it or not. And then establish the limits of fully automating, you know, how much do we really need? Do we need just 30 days per year?

Or do we need every day of the year?

Questions we want answered are down here. Kind of what percentage of flight time is spent below 500 feet over wilderness might be a question we'd want to be able to answer.

How are we impacting backcountry standards in individual units? Are there key areas that are problems? You know, does our pattern of use show that we're the ones buzzing the high-use backcountry area, and can we just change our own use?

Can the collection processing -- can it be totally automated so it's really no big deal? How much data do we really need? It's hard to -- you know, if every point -- if

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you take a GPS point for every flight, every 100 meters, you get into the millions of points pretty quick. And it's just we want a fully automated system with -- I think we're just there.

The GPSs this year got cheap. They have the capability for doing this.

And can we do this easily enough that we can encourage you guys, that we could loan you a GPS for 30 days, stick it -- and it's simple enough now, the pilot pushes the on button and it records, does everything, there's no settings, when they get back off, when the power switch goes off, it turns off. When they turn it on, it goes on. It's not a policing -- at least what our intent is not a policing use of this. It's more to figure out what the patterns are and what the averages are.

I have handouts of this whole business if people want it. So these are some of the questions we're trying to develop. So I'll give you a -- I've got 10 copies or 15 copies of some data if anybody wants any of these.

MS. FRANKEVICH: Can we start with council members before they go to the.....

MR. ADEMA: Yeah. Before we -- just to questions, this is -- and I'm handing out the full park map, but I zoomed in so you could see it. Now, this is only 35 flight hours over 18 days. We just started this. We're hoping to get 30 days for each of the park aircraft this year just to

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get a sense of our patterns of use. It's a dedicated and attached GIS, it can log for over 180 days before download.

So this thing is Velcroed to the dashboard or to the wall in the -- in the husky that's in the door pocket. It doesn't need perfect reception, it just needs something. It just runs, and I think so far we're getting, like, 90 percent data capture.

We asked them to also tell us how many times they think they forget to turn it on. We don't -- the hardware doesn't allow us to turn it on with power to the plane. All they got to do is push the little button. And they don't have to download, nobody has to know anything, they just have to drop -- well, we swap it out, so, you know, every two weeks or so we swap out the unit.

We hope to collect 30 days of use in each of our planes and in the helicopter. We haven't done the spacial analyses yet, and there's no elevational analysis. But here's some of the data. And I also put -- this room is pretty bright, but the backcountry plans are on here.

So one example of how we'd use this is how much in this backcountry unit is there an aircraft less than 2,000 feet above the average elevation of that aircraft unit -- of that backcountry unit. And we can start to see what's going on. We can look at -- so here's typical park plane and helicopter use.

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They try -- this year we've been trying really hard to go up through the canyon and then go north. This, since -- now, we're only looking at -- what did I say, 30 days? Or no, 18 days; 18 days, 36 total flight hours. And this is just from the park helicopter.

We had a whole bunch of radio problems at Thorofare. So this is radio techs going to Thorofare. And we're hoping that over a longer period of time -- you know, every year there's radio service, every year there's tracking of a caribou herd, every year there's trips to the Kantishna area for mine issues or whatever else. So this is the kind of use we're trying to track.

And then from it we've got elevation profiles on every one of these flights. And we're not trying to get to every flight. We don't really care why, you know, so and -- you can see Jarred on all park maps headed down to the south side to service his sound station. We don't really care about each individual flight. What we want to see is how much time do we spend in certain places.

And the PIS is there that we can push a button and see, you know, what's going, because we can break all these flights into segments over each unit. So here's a, you know, 30-day period, there's a lake survey up here that somebody was doing. There's Jarred's two sound stations down here. He went and got some gas and went home. Radio techs over here.

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Some -- a glacier survey on the Straightaway Glacier. I think this was a -- what happened to Perky Pile (ph), I'd have to look, but -- and here's a place where the pilot forgot to turn on his unit heading home.

So if you get enough data, that doesn't matter. You know, if we capture 80 percent of it, it doesn't matter when they forget once in a while. What we're looking for is these dark lines. We're looking for where there's really heavy, consistent use that's alterable. You know, if you push this line north ten miles, the pilot doesn't care. You know, they're -- or, I mean, that's just a decision we can make, at least for our own aircraft. The little more expense of flying the extra two miles or whatever to get up to some different zone is no big deal. But what we want to see is the spaghetti really stack up.

MS. RUST: I want to comment on the slide back, you guys are flying -- no, the one before that. Is it 1,200 hours that.....

MR. ADEMA: Which one? So in 2005.....

MS. RUST: So you guys are flying a lot.

AUDIENCE MEMBER: No, those -- that's -- there's a decimal point in there.

MR. OKONEK: It's point. There's a decimal there.

MR. ADEMA: Oh, yeah, the point. There's a

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decimal point.

MS. RUST: Okay. So what's the total?

MR. ADEMA: The fleet aircraft is 250 hours per year average.

MS. RUST: Okay.

MR. ADEMA: We contract roughly 700 hours per year. And then 200 and -- that's a pretty high -- well, actually, this year we just hit 200 for the park helicopter, plus the animal capture helicopter, so.....

MS. RUST: And for Park Service, about 1,200?

MR. ADEMA: About 1,200 hours a year flying.

MS. RUST: Yeah, it was -- so that's surprising to me, that number. I was just -- I thought, well, maybe I had misunderstood it, because that's.....

MR. ADEMA: Probably more of it -- or a good number of it -- and we could look exactly the number and see who paid for what. The animal work in the winter is some amount of that. There's some amount of point to point. With the (inaudible) and stuff, that's not a major amount. The resource flying is 2- to 300 hours. This includes when we pay to have the climbers brought to base camp, climbing (inaudible), when we pay to insert and remove base camp on 14. So it's all there.

MS. RUST: No, just the numbers surprise me. And I didn't know if I was right.

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MR. ADEMA: It adds up. Yeah, that's.....

MS. RUST: It certainly does.

MR. ADEMA: These numbers are from the last time we reviewed our aviation program, so I -- 2005, you know, it shows some variation. It hasn't changed too much since then. We did get a park pilot since then, but Hollis was still flying a fair amount in 2004. He didn't fly quite as much in 2005. He (inaudible) in 2005, so it's whatever, the same ballpark.

MR. GEORGE: So you could run this data through that model that UAF had to actually turn that into a noise footprint in the surface?

MR. ADEMA: Yes, you could.

MR. GEORGE: Which actually would be a very interesting thing to.....

MR. ADEMA: The trouble is this isn't a time -- you'd have to take our -- like, our average flight path and do a noise from that, because the spaghetti will end up covering the entire park. But there's no one -- all these flights aren't happening at once. But we would -- if you ran it through the mode, you're right, you would get an area of the park that's brighter red, and an area of the park that's more green.

MR. GEORGE: Yeah. Well, so maybe there's a way to average it.

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MR. ADEMA: Okay. Well, and I guess that would by average -- it would average by number of days.....

MR. GEORGE: Yeah.

MR. ADEMA:or we'd have to subsample somehow. So that's what we're trying to figure out, how to use the data.

MR. GEORGE: Yeah, that's worth trying to do, I think.

MR. ADEMA: And we'd see where our biggest impact is personally, because.....

MR. GEORGE: Right. Uh-huh.

MR. ADEMA:it's unfair to you guys when a backcountry user comes back and complains and blames Era because your helicopter has red on it.....

MR. GEORGE: Tim's been saying that for years.

MR. ADEMA: Yeah, I'm sure he'd love if our helicopter was yellow, you know, (inaudible). It would be a lot easier.

AUDIENCE MEMBER: This might have been a day when there were clouds packed up against the south side here.

MR. ADEMA: That map that I passed around.....

AUDIENCE MEMBER: Yeah. The one before that.

MR. ADEMA: Yeah. There it goes. She did -- let me go back to the flight map. That's a summary, so she was able to fly -- she found seven clear days when she was able to

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go fly. I'm getting there.

She found these seven days to go fly, but because the park, in its file, assumed that there were these main flight routes going on, the ones that she wasn't able to fly she created in GIS. So seven of the 13 shown on there are true, and six of the 13 are just pulled off the map.

AUDIENCE MEMBER: I don't see our route on here. I don't see any taking out of Healy and going.....

MR. ADEMA: This one here?

AUDIENCE MEMBER:down to the south edge of the spine and going down there.

MR. ADEMA: This was 2005 flying. Were you doing that in 2005?

AUDIENCE MEMBER: Yeah.

MR. ADEMA: Okay. So, yeah, she wasn't -- she's a student. This was what we had -- I think this is what the Park Service thought the flights were at the time. And we may not have had great data. And then this is what -- this is the one she paid for with you. It didn't go to the spine. This was (indiscernible). So, you know, it's -- like you say, it's -- every flight's a little different.

MR. GEORGE: Yeah, and that's very interesting.

MR. ADEMA: And her report's -- you know, it's out there, it's a UAF final paper. I think it's in the UAF archives, too, or library or however they do the student paper.

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This is what we're trying to build.

If anybody wants to be a guinea pig and -- we'll lend you one of these deals. And I certainly don't want to encourage it, but it's something for the group to talk about. We'd be happy to lend you a GPS to throw in any one of your planes for a month or something, you know, if you really want it. Sketching on a map works for the modeling, you know.

But if anybody wants to, we're happy to share the technology of it. And then Steve's got some real numbers.

MR. CARWILE: Guy, could you go to the last picture. The next one. I've only got a couple of things. One spot you didn't mention was Kantishna, which shows us a very.....

MR. GEORGE: A hub.

MR. CARWILE:busy nexus.

MR. ADEMA: It's where the fuel is.

MR. CARWILE: But -- and a lot of activity, too. A lot of researchers and park staff going there for various issues. And as you know, Kantishna Air Taxi has a concessions permit, and their use is -- it's been anywhere from 279 to 300 landings over the last five years. So that's staying very steady and.....

AUDIENCE MEMBER: Per year?

MR. CARWILE: Right. And Greg reports -- let's see, the last nine years, 150 landings at the McKinley strip.

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And generally we take people to Kantishna. And then the revised draft for the backcountry management plan, I assume you've all got these weighing down your papers somewhere.

MR. GEORGE: Yep, somewhere.

MR. CARWILE: And if you don't, we've got tons of.....

MR. ADEMA: Literally tons.

MR. CARWILE:extra copies. Yes. I can give you a box each, I think. But anyway, the tables on 194 and 195, total flights of landing and passengers, busiest landing locations, air taxis, scenic tours, average maximum total concession airplane landings. These are through 2004, and we have data through 2007 and soon 2008 that can be available and put on the site. So.....

MS. BALE: Steve, could you give me that page number again.

MR. ADEMA: 194 and -5.

MS. BALE: In the final?

MS. VALENTINE: 194 and -95 in that revised draft. Steve, do you want to just to give some overall numbers. Like, on page 194, 195, is there just -- people to have.....

MR. CARWILE: Well, let's see, air taxis, 2004, total number of flights, 874; total passengers, 3,400; scenic tour flights, 2,006; total passengers 9,578; so a total number

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of passengers of virtually 13,000 in 2004.

AUDIENCE MEMBER: What number are you reading here? What is that?

MR. OKONEK: 194.

MS. RUST: Is this air taxi?

MR. CARWILE: Air taxi and scenic tour together, 13,000.

MS. RUST: Okay. Is this for landing, perhaps?

AUDIENCE MEMBER: Yes.

MR. CARWILE: Total flights with landings.

MS. RUST: Okay. It's.....

AUDIENCE MEMBER: Oh, with the landing.

MS. RUST: Okay. So it's -- that's not -- then we should clarify for everyone, because that's -- the Park Service is only able to track the landing flights for climbers and for scenic, that's not tracking the other overflights, so.....

MR. GEORGE: Flight seeing, yeah.

MS. GILBERT: So there's no landings involved, it's not counted?

MS. RUST: That is correct.

MS. GILBERT: Right.

MS. RUST: Because that's the only thing.....

AUDIENCE MEMBER: So 13,000 total landings?

MR. CARWILE: 13,000 passengers.

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AUDIENCE MEMBER: Passengers. And so landings, that's -- would be -- what's an average?

AUDIENCE MEMBER: 2,879.

AUDIENCE MEMBER: What year?

AUDIENCE MEMBER: 4,000? 4,000 landings?

MS. BALE: 2,800.

AUDIENCE MEMBER: 2004, 2,879.

AUDIENCE MEMBER: How many landings?

AUDIENCE MEMBER: 2,879.

MR. OKONEK: Steve, what Web site did you say the most recent numbers up through 2007 would be found at?

MR. CARWILE: Something to put on?

MS. VALENTINE: Are we going to put them on this -- we can put them on this site. Are they on an internal site right now?

MR. CARWILE: Yeah.

MS. VALENTINE: Okay. We can just load it to that part of this overflights site.

MR. OKONEK: Okay.

(Multiple voices)

MR. ADEMA: One complication with our flight tracking, our internal flight tracking, that I forgot to mention is you can't track all of our use, because some people come from Fairbanks, do their flight, and go back to Fairbanks. We don't catch them with our unit. What we're hoping to do is

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catch most use.

MS. BALE: But they're flying for you?

MR. ADEMA: Yeah, we may -- we may pay someone to go, you know, figure out where the four -- where four wolf packs are or whatever. They may come from Fairbanks, go do their flight, and go home. And at this point, we don't get to track exactly their flights.

MR. GEORGE: Those are charters as opposed to Park Service aircraft or.....

MR. ADEMA: Right. Yeah, they're charters.

MS. BALE: Are they folks that have your wolf radio location equipment, though? Is that how they're finding the packs?

MR. ADEMA: Yeah, so we could -- yeah, we could build it in. And the other one is researchers. You know, if we get a researcher who hires Air Log to go service the seismic station somewhere. We could make it a part of our permit. It's part of our -- you know, our process as we grow and track our own use, do we want to track all of our own use, or do we want to know what our patterns are in general? And how much -- you know, do you spend 80 percent of your effort getting 95 percent of the data?

MR. GEORGE: Yeah, the data.

MR. ADEMA: Or do you spend, you know.....

MS. BALE: 95 percent of.....

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MR. ADEMA: Yeah, 20 more percent for one more percent data.

MR. GEORGE: Yeah.

AUDIENCE MEMBER: Sandra, just doing a little quick averages. So in 2004, about 2,800 total landings. And doing sort of averaging three people per aircraft and a climbing event, you take 1,500 and under five -- you know, about 1,700 climbers, you sort of average about -- it's about 20 -- 80/20 in the breakout between climbers and just scenic.

AUDIENCE MEMBER: Well, they have the number. It's 3,400 for air taxi use as climbers.

AUDIENCE MEMBER: Oh, okay.

AUDIENCE MEMBER: And 95/78 for scenic. Yeah, that's the numbers compared in -- for 2004.

MR. CARWILE: So the average is slightly less than five passengers per scenic flight.

AUDIENCE MEMBER: And are.....

AUDIENCE MEMBER: That's right, right? 3,400 for the air taxi climbers.

(Multiple voices)

MR. CUDNEY: We might want to tread lightly here, because we did discuss that we would not disclose numbers at our last meeting. Remember that, Suzanne? We might want to go lightly here, because we did not -- we agreed that we would not disclose numbers at our last meeting.

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(Multiple voices)

MR. CARWILE: Right, it's something for the council to discuss, certainly. I guess what I would point out, that these are already out there.

MR. CUDNEY: Right. The public stuff is fine, absolutely.

MS. RUST: Yeah. These are the public numbers that they collected. And again, they're just the landings. The one thing the Park Service can monitor. They can't monitor Eric's overflights from the north side or yours, or even ours from the south side, but they can -- they know the number of how many people we've landed on the glacier.

And it sounds like -- if I'm getting this right, that the number 3,400 is one landing, and counting for taking in, and one landing for taking out, I would imagine.

AUDIENCE MEMBER: Yeah.

MS. RUST: Yeah, that would be about 1,700 climbers -- yeah, I'm just wanting to make certain that we're looking at it properly, so yeah -- and then for scenic, there's one landing per -- yeah.

MR. CARWILE: Yeah, not all the landings are for Denali or Foraker mountaineers. There are other backpackers, in a sense, scattered throughout (inaudible).

I was trying to find something for the McKinley strip, and I was pointed to the FAA Web site, and there's a

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chart on there for enplanements, number of passengers getting on at various strips, which included Healy as one site and Lake Minchumina, but nothing for McKinley Park.

But within the advisory, something caught my eye. There's an alert that -- this is -- it says it's updated 2005. Triple Lake says the largest volume of traffic in July with an estimated aircraft crossings of 200 per day, so.....

AUDIENCE MEMBER: And where was this?

AUDIENCE MEMBER: Triple Lake?

MR. CUDNEY: That came from the old supp- -- that came from that supplement that was produced a couple -- about six or seven years ago that Ann Graham (ph) and Stan Steck (ph) put together.

(Multiple voices)

MR. ADEMA: Triple Lakes is five miles -- four miles south. About a mile up the road.

(Multiple voices)

MS. RUST: So that's the north side?

MR. ADEMA: Triple Lakes is right here.

MS. RUST: Oh, for landing?

MR. ADEMA: No, it's the first reporting point.....

MS. RUST: Just traffic.

MR. ADEMA: Yeah, here's the airstrip, and it's right here, so you get the flyway on the highway, you get --

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you know, anybody coming out of Era, you may or may not. Depending on how they count it, you may get Denali Air, you get the park strip. Everybody.....

MR. GEORGE: So who's counting what, though? I mean, what's the source of information here?

MR. ADEMA: FAA.

MR. CARWILE: The FAA Web site. They're Denali (indiscernible - simultaneous speech).

MR. GEORGE: Well, what FAA Web site? I mean, FAA is a big place, and none of them that I know of have traffic counts that are -- I mean, if you're looking at the 5010 airport master record file, that's a wild-ass guess. Now I got to put my glasses on.

AUDIENCE MEMBER: I don't think that's an actual count. I think as Tim said, it's a number that was just put out there as a.....

MR. GEORGE: Oh, yeah, this -- yeah, I.....

AUDIENCE MEMBER: Just very -- it's pretty outdated.

MR. GEORGE: Yeah.

AUDIENCE MEMBER: And so an alert, essentially, to let people know it was a busy section of the corridor.

MR. GEORGE: Of two -- or estimated crossing at 200 a day. Yeah, I -- yeah, I think that's just a -- somebody's estimate and.....

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AUDIENCE MEMBER: It's under an airway, and it may go towards Fairbanks and Anchorage, everybody uses it.

MR. GEORGE: Yeah.

MR. ADEMA: I think that's all we have.

AUDIENCE MEMBER: That would include any altitude, evidentially, to include the airway.

MR. GEORGE: Yeah.

MS. EAGLESON: Like, I sure know -- I mean, you know, the Park Service just really upgraded the Triple Lakes trail. It's in wonderful shape. And everybody at McKinley Village, whether they're staying at Grizzly Bear or the McKinley Village Lodge or all of -- every single Elderhostel guest hikes that Triple Lakes trail because it's lovely, but it's noisy, and that's -- we get that feedback all the time from guests hiking that trail because it's.....

MR. ADEMA: We had a station there this summer.

(Multiple voices)

AUDIENCE MEMBER: (Indiscernible - simultaneous speech), airport, too, so you may get noise.

MR. ADEMA: Right. And that was -- I think it came out of one of these groups who put a station in somewhere in the flyway on the eastern corridor.

AUDIENCE MEMBER: It should also be noted that was a recommended area of Denai Creek, and avoidance of traffic through the park where we were suggested to go that route.

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AUDIENCE MEMBER: Right.

AUDIENCE MEMBER: We were -- you know, they -- basically the park recommended that we go over Denai Creek instead of the park corridor for those reasons.

AUDIENCE MEMBER: Yeah, we go down there, too.

AUDIENCE MEMBER: And that's right at the bottom of it, so.....

AUDIENCE MEMBER: Stay out of the park corridor.

AUDIENCE MEMBER: Everybody does. Now, you didn't want a simple park headquarters, so we had to go somewhere, so they put us there.

MR. GEORGE: Hmm, that's an interesting mixture of things, isn't it?

MS. EAGLESON: Well, it's too bad, you know, because the trail has just been upgraded, and it's a beautiful trail.

MR. ADEMA: And that may be something good that this group is going to have. A short-term success that the group could show is we'll have data this summer from that site, we could look at those data, decide if there's anything that the park should upgrade in its recommendation or, you know, whatever else.

We'll take any advice there is, if there's -- you know, but we do -- we were sort of responding to the

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request for some data along this, you know, obvious flyway. So we've got some data there, and also it happens to be in a day use -- a high day use area, so it serves a couple purposes, and we can see what the data actually look like.

MS. RUST: Go ahead.

MS. FRANKEVICH: Guy, did you have -- was there a handout earlier, you said, from Amanda Peacock's flights? Are there any extras of those?

MR. ADEMA: Yeah, there's one here.

MS. RUST: That's actually the handout I was going to ask you about. With this -- with this computer simulation, this doesn't take into account natural sounds or wind or anything like that? This is just a very -- this is kind of in a vacuum?

MR. ADEMA: It's in a vacuum. You can add wind to it, I believe. I'm not sure where the program is. We haven't used it in two years, probably. We've tried it. There's a similar one we can run a bus on the park road see how the wind -- how the sound from a bus source migrates through a valley.

MS. RUST: So in that way, it's a bright -- it gives us a real good idea of what's happening, but it doesn't paint the whole entire picture because we still -- we're leaving out the natural sounds which, of course, happen in inner part of parks?

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MR. ADEMA: Yeah, this is just the input from aircraft.

MS. RUST: Okay. Good.

MR. ADEMA: And if we did a better model, you know, depending on the capability of the model, whether we build the road into that -- and this year Jerry did a bunch of detailed stuff on the road for how far away from the road you can hear a bus and things like that to tweak the model for road noise and (inaudible).

We are more looking at a holistic view, I think, of impacts than trying to go to any one piece of data. Because it's good to get to know where the data come from, but we're trying to look at this bigger picture of what's going on most of the time, not what's going on at the end.

MS. GILBERT: Okay. Any more questions?

AUDIENCE MEMBER: I guess I have one real quick one. I'm not exactly sure where the dust bowl readings were coming from. This is based off the ground stations that were already out there?

MR. ADEMA: It's modeled decibels from the aircraft type at the elevation recorded by the GPS. So take a track log from the GPS, look at elevation code.

AUDIENCE MEMBER: Right.

MR. ADEMA: And then the aircraft type. FAA has a sound signature for most aircraft types.

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AUDIENCE MEMBER: I see.

MR. ADEMA: And then from that we take the elevation and model based on the elevation and -- and there's probably a standard temperature, there's not -- I'm sure we didn't do details for variable temperature and things like that. So it's just a model. And then so what we're doing is taking it.....

AUDIENCE MEMBER: This is based off sound signatures from the FAA.....

MR. ADEMA: From what the FAA thinks.....

AUDIENCE MEMBER:assumes decibel?

MR. ADEMA: Yeah, whatever a turbin otter sounds like or whatever. And then why we show these was that we're comparing the data, the model data, to the recorded data at that site to see if the same signature is evident on that.

AUDIENCE MEMBER: And it is?

MR. ADEMA: It wasn't exact, and the report goes into some detail on that, but not that much. This is a little bit before we got really good at monitoring sound, but it shows variability from the modeled amount, and that's why we didn't rush into kind of pushing the model, because we want to understand how to correlate the model before we start to try and sell it.

AUDIENCE MEMBER: Okay.

MR. GEORGE: One more question on that. Does

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this model take into account differences in different phases of flight? That is climb versus cruise altitude or descent?

MR. ADEMA: I don't know.

MR. GEORGE: Or is it just assuming a fixed amount of sound regardless of.....

MR. ADEMA: I don't know. We'd have to look back, probably, actually, to an FAA predecessor to the Park Service of it to see if it does count for climbing and descending.

MR. GEORGE: Yeah.

MR. ADEMA: I don't know.

MR. GEORGE: Okay.

MS. BALE: It seems to, doesn't it?

MR. GEORGE: Well, that may just be a function of how close to the ground you are.

(Multiple voices)

MR. GEORGE: Because you start out close to the ground, and as you get higher, and that's where the peaks kind of pop up, because you're, of course, closer to the peaks as you cross them.

MR. ADEMA: Climbing up.

MR. GEORGE: And then when you get up to altitude, you see the red trails off completely.

MR. ADEMA: Yeah, I don't know if that's a model of the -- yeah. Do you know, Jarred?

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MR. WITHERS: I don't think we know.

MR. ADEMA: I don't think we know.

AUDIENCE MEMBER: I doubt if it's that sophisticated to know what the power settings of the aircraft are.

MR. ADEMA: Right.

AUDIENCE MEMBER: I think it's just a map number.....

MR. GEORGE: A fixed.

AUDIENCE MEMBER:a model of the altitude and the average sound of the aircraft.

MR. GEORGE: Yeah.

MR. ADEMA: And typically in modeling, you try not to guess at too many variables. Just because conversations like this will get totally derailed if we used an assumption for wind or an assumption for someone's average weight on the plane or whatever else. So typically models try and keep it to as few variables as possible, like, you know, temperature, elevation, terrain, so that you really see the major impacts. But we'll find out.

MR. GEORGE: Yeah. Well, again, that's where I think it would be real interesting, to run some of your data from your Park Service flights through that same model and see what they look like.

MR. ADEMA: Right. See how they get the model

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out (indiscernible - simultaneous speech).....

MR. GEORGE: Especially since you've got altitude, which is probably going to be one of the dominant factors here.

AUDIENCE MEMBER: Terrain is going to be an additional element in this as it -- because it changes with the location.....

MR. GEORGE: Right.

AUDIENCE MEMBER:tremendously.

MR. GEORGE: Yeah, and I think we're seeing that here in those ripples.

AUDIENCE MEMBER: Well, you're not seeing the intensity, like, for example, in the roof. Because that -- you're going to have reflected sound in addition.

MR. GEORGE: I suspect you're right. Well, we'll have to read the details to see if they take any kind of reflection into account, or whether it's just pro point for standing.

AUDIENCE MEMBER: No, probably, from what he said, it -- probably not.

MR. ADEMA: I don't think it does.

MR. GEORGE: Yeah.

AUDIENCE MEMBER: But you -- I mean, you could extrapolate that -- you know, that it would be pretty intense.

MR. GEORGE: Yep.

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MR. ADEMA: Okay.

MS. GILBERT: Any other questions? Okay.

Thank you. That was another great presentation.

AUDIENCE MEMBER: Thank you.

(Off record)

(On record)

MS. GILBERT: Okay. So we've now finished our two days of presentations. Yeah. Anyway, good work everybody.

So now we have the remainder of the day to cover as much as we can of the following things that I have been sort of trying to take note of. And you guys can let me know if we're missing anything. This is in no particular order.

The Park Service is interested in any suggestions that we have about the Web site and, you know, the -- period. You know, to make it clear where it should go.

Do we have any suggestions about that either as a group or individually. The Park Service is interested in that.

Suzanne mentioned that there was a particular sort of data part that we didn't mention in our pretty extensive list of data questions, so we might want to revisit our -- now that we have heard all this data, is there anything else or anything new or anything next that we would like to think about hearing about at our next meeting for additional information? If there's anything you want to do about that. So new information needs.

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The couple things that have come about are charter, the possibility of potentially asking for a revision to our charter to allow for alternates. And there's also been some discussions about potentially adding a new member category, which I'll get into when we get to that.

So basically we're looking at our charters as potential amendments. This is in addition to getting Dan hopefully on the group. But we don't necessarily need to take any action. That's just an administrative, right?

And setting the time and place for the next meeting. The -- Miriam has mentioned the possibility of setting the next two meetings, at least the next two meetings so that we can -- because it takes her a really long time. It's like the O&B thing, Federal Register, getting the meeting notices through the Federal Register just for this meeting takes three or four months.

So if we want to have -- if you want to meet more often than every three or four months, it would be good to set them closer together so that we don't have to wait so long between meetings. And I'm sensing that we're starting to want to have some momentum here, and waiting four months between meetings continuously is going to be, I think, hard.

And then getting back to our assumptions document, which we were hoping to be able to talk about today. So that's another substantive thing.

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And then, of course, you know, starting to think about where we're going with recommendations. And we had talked yesterday about when we get to that, if we get to that today, which we may not, starting with Suzanne and her offer to summarize, again, what -- at least she's aware of, that some air taxis are already doing, and then and then asking the same of other air taxis, of what they're already doing too, or what they would -- the thoughts they have about things that could be done to improve the situation.

So that's a lot. So I don't know that we're going to get all that done today. Some of them we have to get done today, like scheduling the next meeting. So -- and you're leaving early.....

MR. CUDNEY: At about 4:40 or so.

MS. GILBERT: Yeah, so we definitely want to make sure -- in fact, I'm thinking that the first thing we ought to do is talk about the next one or two meetings, and just take care of that now so that we don't lose that.

MR. CUDNEY: Who has a calendar, has a big calendar? How many meetings are we supposed to have or are we required to have a year? Is there -- is it three?

MS. GILBERT: I think it's three or four. Miriam, what's the number? Are we -- is there a minimum number of times we're supposed to meet? Is it quarterly, roughly?

MS. VALENTINE: You know, I don't think there's

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anything in the charter that says how frequently. I thought it was discussed at the first meeting that there was a desire to have them three times a year.

So in the charter, it says, The council will meet approximately two to four times a year upon the call or with the advance of Pribilof DFO. So in the charter we said approximately two to four times a year.

MS. GILBERT: Okay. What's the groups' thoughts about how -- do you want to try and have some meetings that are closer together, or maybe another two-day meeting?

I don't know if that's particularly -- if that's automatically problematic again. It's kind of nice to take the time to work on issues. On the other hand, we've spent so much on the last two meetings on briefings that we haven't had -- we've had minimal discussion time. We're nearing the time where we can have more discussion time, so maybe a -- you know, maybe a full day that's mostly discussion and less briefings will get us what we need.

We could meet -- like, we could meet four months from now, and then five months now to maintain a little bit of momentum for a short period of time. What is everybody thinking here? Any preferences?

MR. CUDNEY: Well, right now, with a three- or four-month window, we're already past the holidays, so we just need to focus after the first of the year, if I'm not mistaken;

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is that correct? Do we want to move past that?

MS. GILBERT: I guess it's impractical to try and meet before Christmas?

MS. VALENTINE: It would be November. September, October -- we don't have -- we have to have 60 days minimum, and that's after it's already been through an approval process internally, so we'd be pushing it. Unless it's the very end of November.

MS. GILBERT: I was thinking, like, the beginning of.....

MS. VALENTINE: December?

MS. GILBERT:the beginning of December, not very far into December, but, like, in the first week or so, week to ten days at the most, maybe would be the first possible time we could try and.....

MS. VALENTINE: So there's a week of December 1st and the week of December 8th, starting on a Monday. December 15th, 22nd, 29th.

MS. GILBERT: Is the week of -- what day is the 1st, December 1st?

MR. GEORGE: Monday.

MS. GILBERT: Monday. That's the first Monday after the Thanksgiving week?

MR. CUDNEY: Yes, it is.

MS. GILBERT: Okay. So that may or may not be

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problematic, I don't know.

MR. GEORGE: So how about the latter part of that week to get a little away from the holiday? But if you get very far into December, man, things are going to go bananas.

MS. GILBERT: Yeah, I agree because I want to.....

COUNCIL MEMBER: Everything shuts down.

MS. GILBERT: Yeah.

MR. GEORGE: But on the other hand, if we don't -- I mean, if we go too long, we're going to have to reintroduce ourselves again.

MS. GILBERT: Yeah.

MR. GEORGE: So I guess I'd suggest the latter part of the first week of December.

COUNCIL MEMBER: 3rd or 4th?

COUNCIL MEMBER: 5th, 6th, 7th?

MS. RUST: I guess the question, then, would be when could the next meeting be? Because if we're wanting to.....

MR. SASSARA: What's the earliest?

MS. RUST: Because -- yes, what's the earliest next meeting? I'm gone all of January, so.....

MS. GILBERT: Okay.

MR. SASSARA: November 17th or the 24th is the

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first.....

MS. RUST: But how soon do we want to have those meetings?

MS. GILBERT: You mean the second -- so maybe, like, early December and early February?

MR. OKONEK: If we have one early February.....

MR. GEORGE: Yeah.

MR. OKONEK:it seems like it would be a good.....

MR. GEORGE: That would be good.

MS. GILBERT: Okay. So the last week -- or the last part of the first week of December, and -- did I say that right?

MS. VALENTINE: Yes, you did.

MS. GILBERT: And then in early February.

MS. VALENTINE: Okay.

MS. GILBERT: Okay.

MS. VALENTINE: Okay. So that would be -- so I actually do need to write a specific date.

MS. GILBERT: Yeah.

MR. GEORGE: Oh, real dates?

MS. VALENTINE: Yeah.

LT. COL. BABOS: The 3rd and 4th is the Wednesday and Thursday.

COUNCIL MEMBER: And what would be required for

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a two-day meeting or a one-day?

MS. GILBERT: Of '08?

MS. BALE: Of what? Of December?

LT. COL. BABOS: December. December 3rd and 4th would be that Wednesday and a Thursday. I just think we need to stay from the weekends.

MS. RUST: You mean outside the weekends?

MS. GILBERT: Yeah. This was unusual, I don't expect we'll have future weekend meetings.

MR. OKONEK: Uh-huh. And you -- I wonder if it needs to be a two-day meeting. We could.....

MS. GILBERT: I don't -- I mean, I don't have a sense or a personal preference.

MS. FRANKEVICH: Can I make a suggestion, because I think December is going to be tight, so maybe a one-day meeting in December to keep the momentum going and so we don't have to reintroduce ourselves, and maybe then make the next meeting a two-day meeting. Just between the holidays, it starts getting tight. And we're.....

MS. GILBERT: That's true. That's true. Just in general between Thanksgiving and Christmas.

MS. FRANKEVICH: Yeah. People are going to have a million other things to do, travel that comes up.

MS. GILBERT: Yeah, that's a good point.

MS. RUST: Well, will we need a two-day meeting

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for the second one given that.....

MS. GILBERT: I think it would be hard to predict that we would -- it's hard to know.

MS. RUST: Right.

MS. GILBERT: We may not.

MR. GEORGE: Plan for it, and you can give up the second day later if you need to, but.....

MS. GILBERT: That's an option.

MS. FRANKEVICH: I think it's a good idea to plan our meetings a ways out, even if we cut them down. Then we're more likely to make our schedules around it.

MR. GEORGE: Yep.

MS. FRANKEVICH: If you get too close to it, you'll never find dates.

MR. SASSARA: Yeah.

MS. GILBERT: Yeah. Right. Right. So can we schedule a meeting for two -- can we, legally, like, to the Federal Register, notice for two days, and then only use one? Can we do that?

MS. VALENTINE: I'll have to ask. You can slightly modify -- there's language about how much modification can be done to the agenda.

And I guess you would have to consider if the public is coming, to anticipate, oh, I can't catch the first day, but I'm going to catch the second day, and you conclude

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your business on the first day. I mean, I guess they still have the opportunity to provide us, at any time, with written comments. You know, so it's not like they're not participating at all. They just wouldn't be participating in the meeting format.

I would urge you to really consider that, though. In all fairness, if you're hoping for an open and want your constituents to easily participate, which are pretty up front about how much time.

MS. GILBERT: Yeah.

MS. VALENTINE: Because they may want to come and speak with you at that opportunity, too, you know.

MS. GILBERT: Right. And two days is a big commitment for anybody. So it would be easier if it -- if we are pretty certain that we're going to use one day, then we probably should go one day. And I don't see that we can predict with any kind of certainty that we would be able to use two days.

MR. OKONEK: I would think we could schedule one day and get all we can get done in those single days.

MR. CUDNEY: Well, let's look at location also.

MS. GILBERT: Yes. I was going to throw out maybe Anchorage for the next meeting, since we have a lot of folks from Anchorage, and then maybe we could just go into the rotation that we've had with, you know, what was it, Wasilla or

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Willow and Talkeetna and the Park, and just go into a cycle occurring in Anchorage. Would that work?

MS. BALE: I would try to go for a more summary meeting at the park next summer, so that.....

MS. GILBERT: I think January in the park is.....

MS. BALE: Well, this is great weather, but, you know, maybe sometime when we could go out into the field or experience the full impact of summer or something.

MS. VALENTINE: So one of the things we've also talked about so -- and the Fairbanks audience, their being included -- I mean, is there any feeling that we should be that far north?

And the other piece is are we're going to look into the ability, potentially, to video conference? So where will you hold the meeting so that if people do want to.....

MS. GILBERT: Participate remotely.

MS. VALENTINE: Yeah. And it -- that's -- we don't have that perfected. I'm not saying it's the absolute -- I mean, it's difficult even when we're doing internal agency meetings with video conferencing, but just, you know, to keep people who are probably not going to want to spend the gas money or the travel time or whatever.

We'll also try to see if there's more sustainable ways we can bring people to the meeting. But is

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Fairbanks off the table as a meeting location?

MS. FRANKEVICH: They want Fairbanks.

MS. VALENTINE: Okay.

MS. BALE: One thing I'd like to note is that the Daily News-Miner, as a journalistic entity, is a much better coverer of the park and park issues than the Daily News.

I've been trying to get the Daily News to be more interested, but generally they pick up the articles from the News-Miner the next day. So there must be some interest in park issues in Fairbanks. It's certainly a long trip for me.

MR. GEORGE: Oh, there's a lot of interest. There's a lot of interest in park issues.

MR. ANDERSON: I mean, without telling you what to do, it would be a wise decision on your part to not to leave Fairbanks out of the mix.

MR. GEORGE: Look, if I can come to a one-day meeting in Anchorage all the time, I think you can at least put one meeting up there just to touch base with that end of it.

MS. EAGLESON: Do you live in Fairbanks?

MR. GEORGE: I live in Fairbanks.

MS. EAGLESON: Oh, okay.

MR. GEORGE: Yeah. So I know the feeling of commuting to Anchorage. It's doable, but that means it's also doable to commute the other direction.

MS. BALE: Maybe one other idea.....

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MR. GEORGE: You wouldn't have to spend an overnight.

MS. BALE:people with a larger aircraft could transport all of those Anchorage people.

MS. GILBERT: Yeah, that's true. Yeah.

MS. RUST: I think the only thing about Fairbanks -- and I certainly don't mind going, but I look at the group I'm representing, and it's going to be harder for some -- I mean, some folks to get there. And we're going to get paid probably per diem or whatever, but there are people that it's going to be really important to be there.

And I don't know -- you know, it -- perhaps with that maybe wait until we can video conference them in, but there's a way that everybody can get to participate. Because if somebody can't make it, it's -- I know that there are people who are going to still want to be there.

MR. SASSARA: Just reading a little bit into what Paul said, if there's a real reaction within Fairbanks to be there, a video conference won't make it.

MS. RUST: No, I'm saying.....

MR. SASSARA: If there's -- there's a sort of a physical contact. You know, you got to.....

MS. RUST: I think you're misunderstanding. I was saying that we should be able to video conference the people who can't make it.

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MR. SASSARA: Right. Oh, okay.

MS. RUST: In the opposite way.

MR. SASSARA: Yeah.

MS. RUST: If we go to Fairbanks.....

MS. GILBERT: Oh, okay.

MS. RUST:you should perhaps wait until we have a way to include the other people, either through the Talkeetna ranger station or through Denali, if there's some way that they can actually continue to participate until -- and it sounds like that may be on line.

So I'm sorry if I didn't make that clear, but I think that it's important to other folks to be able to participate.

MS. VALENTINE: Paul is feeling confident that we might be able to do a video conference, but we'll work on that piece so that people, especially your constituent group, can just go to the ranger station and we can have it set up there. We could have something set up in Anchorage. We'll figure out in the Fairbanks area.

AUDIENCE MEMBER: I'm not going to speak for Fairbanks, but.....

AUDIENCE MEMBER: But the Fairbanks is a great setup.

AUDIENCE MEMBER:if you include Anchorage and don't include Fairbanks, those guys up there, typical --

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are going to go, boy, that's typical, they've cut us out again. And they're kind of sensitive to that. And if you were to have one in Fairbanks and see how it goes. If nobody came, you could say, okay, the reason we're not going back there is because we didn't get the participation. If the place gets to be a pretty crowded operation, you realize they are interested, they have as much say as the people in Anchorage.

MS. BALE: I would agree.

MS. FRANKEVICH: Right. But we got -- I mean, if there's -- have we had a call from the public in Fairbanks? I mean, we also have to realize just logistics and the travel schedules of the council members and, you know. For better or worse, we're heavily weighted toward people more in the southern end of things.

MS. VALENTINE: So because we pay for the council to travel, we could hop a flight first thing in the morning in Anchorage. Doesn't it -- or does it go the opposite way, and we could set the meeting schedule once we learn how many people would be on that. I mean.....

MR. GEORGE: Yeah, it's a one-day, you don't have to spend a night in Fairbanks to have a meeting there.

(Multiple voices)

MS. GILBERT: Yeah. Yeah.

(Multiple voices)

MR. GEORGE: You sure can. Just like I go to

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Anchorage for day trips and come right back at night.

MS. GILBERT: Yeah, it's very doable.

MR. GEORGE: There's three airlines that fly back and forth these days.

MS. BALE: There's tons of flights back and forth.

MS. GILBERT: Okay.

MS. FRANKEVICH: That would be quicker than driving here, then.

MS. GILBERT: Actually, it is. It is.

MR. GEORGE: Yeah, it's a crap shoot. Depends on whether it's a nice day.

COUNCIL MEMBER: The gentleman in the hat raised his hand.

MS. GILBERT: Oh, back there.

AUDIENCE MEMBER: Would it be reasonable to hold meetings only at park headquarters here and in Talkeetna at the south ranger district where you have neutral ground for all of your meetings and it's all park service? And you Anchorage folks have to drive to Talkeetna or up to the park, Fairbanks people have to drive to this park much closer or to Talkeetna.

It seems like neutral ground venues that would be adequate for all parties involved as a -- sort of a fair solution instead of starting to go, well, let's go to Wasilla,

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Fairbanks, or -- I don't know.

MS. GILBERT: Yeah. That's a good point.
That's a good.....

MR. GEORGE: It works for me.

MR. ADEMA: The park has facilities in
Fairbanks and Anchorage that are.....

MS. GILBERT: I'm sorry?

MR. ADEMA: The Park Service does have good
video conference facilities in both cities.

MS. GILBERT: Right. Right. That's a --
that's actually a -- I think that's a good suggestion.

MR. CUDNEY: That way there's -- we've
eliminated a lot of the guessing and the -- you know, it's
either one or the other.

MS. GILBERT: Well, yeah, the guessing and the
jealousy and the rivalries and all that stuff. But yeah, I
mean, it -- I was actually kind of liking the suggestion about
flying to Fairbanks, because that's easier than driving to the
park.

(Multiple voices)

MS. BALE: I still think one showing in
Fairbanks is politically correct.

MS. GILBERT: Well, except we haven't had any
in Anchorage, so if we haven't had one in Anchorage, then.....

MS. BALE: Well, I guess -- well, yeah, it's my

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hope. We can have our first one in Anchorage.

MR. ANDERSON: Right. Between Anchorage and Fairbanks discussions, Anchorage, they don't care. Fairbanks would care.

MS. GILBERT: No. No. Yeah, I think -- the council members, more of them are based in Anchorage.....

MR. GEORGE: I don't -- I'm going to stick my head in the sand on this discussion.

MS. GILBERT:but the public isn't going to care. There's only one person based in Fairbanks, but the public may care. So you're balancing two different -- yeah, once again.

MS. FRANKEVICH: I hate to incorporate all perspectives, but how about Anchorage next time, then Fairbanks, and then we maybe try and then we -- to kind of make sure that there's been at least one when somebody said people participate, and then go to the Denali Talkeetna schedule. Have we tried all options?

MS. BALE: Yeah, that's good. I like that.

MS. FRANKEVICH: Can we evaluate from there?

MS. BALE: I like that.

MS. GILBERT: How does that sound?

MS. BALE: I think we really become more valid to everyone in Alaska if we honor the biggest cities with at least one meeting.

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MS. GILBERT: Yeah.

COUNCIL MEMBER: What about Juneau?

MS. GILBERT: No, not Juneau.

COUNCIL MEMBER: What about Washington, DC?

MS. GILBERT: There's nobody there right now.

(Laughter)

AUDIENCE MEMBER: Could you repeat that.

(Laughter)

MS. GILBERT: Just like yesterday, watch your
input.

MR. GEORGE: That will be recorded as a little
mumbling, yeah.

(Laughter)

MS. GILBERT: Okay. So.....

MS. FRANKEVICH: So how about a one-day
meeting, whatever it was in December, in Anchorage, a one-day
meeting in Fairbanks in February?

MS. BALE: Late February?

MR. CUDNEY: Right. The same.....

MS. FRANKEVICH: We can try for that nice
Fairbanks festival. Isn't that in Fairbanks? And isn't that
in February?

AUDIENCE MEMBER: The ice festival?

AUDIENCE MEMBER: The ice festival.

MS. FRANKEVICH: The ice festival?

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MS. VALENTINE: That's late March.

MS. FRANKEVICH: Oh, okay. Never mind.

MR. GEORGE: Yeah, it's a little later.

COUNCIL MEMBER: The definition of late
February.

MS. BALE: The first week of March maybe?

MS. GILBERT: What was the December date?

COUNCIL MEMBER: No, let's say late February.

(Multiple voices)

MR. GEORGE: Let's get December nailed down and
then we'll move on.

LT. COL. BABOS: All right. So are we saying a
one-day -- Thursday, December 4th would be a one-day meeting
somewhere?

MS. BALE: Anchorage.

MS. GILBERT: Yeah. In Anchorage.

MS. BENNETT: That's Tuesday, December.....

MR. GEORGE: No. No. No. That should be
Thursday.

MS. BENNETT: There it is.

MR. GEORGE: Are you date impaired?

MS. BENNETT: I am date impaired.

MS. GILBERT: Thursday, December 4th, in
Anchorage, and then sometime in February in Fairbanks. What
day?

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MS. BALE: The 26th?

COUNCIL MEMBER: 2, 9, 16, and 23.

COUNCIL MEMBER: The 26th, a Thursday again.

MS. GILBERT: Go for a Thursday again? They seem like okay days.

MS. FRANKEVICH: Do we have a day or two we can confirm this by e-mail? So some of us who didn't bring our calendars?

COUNCIL MEMBER: Yeah, because we need to look at our calendars.

MS. GILBERT: Yeah. Yeah. Next addition, bring your calendars to meetings.

MR. GEORGE: So February 26, is that a target or a candidate? Is that.....

MS. GILBERT: February 26th? Okay.

COUNCIL MEMBER: So December 4th and February 26th.

MS. GILBERT: Do we want -- should we have an alternate for the February 26th, like the week after or the week prior?

MS. BALE: Maybe we can do that on e-mail.

COUNCIL MEMBER: Not after.

COUNCIL MEMBER: Well, the Iditarod is the.....

COUNCIL MEMBER: Yeah, prior.

MS. RUST: Are we saying February 26?

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MS. GILBERT: Yeah.

MS. RUST: Why are we waiting so long in February? I'm just.....

MS. BALE: More sun.

MR. GEORGE: Because it will be nicer there then.

MS. RUST: I just wanted to -- I was just curious. That's all. February 26th it is.

MS. GILBERT: Okay. And then the alternate would be -- what's the previous.....

MS. BALE: The previous Thursday, that would be the 17th or 16th.

MR. OKONEK: The 19th.

MS. GILBERT: The 19th?

MR. GEORGE: The 19th.

MS. GILBERT: Okay. So let's do a poll to see which one works out better. If they're both the same, if they both work out for everybody. Is the 26th the preference or the 19th?

MR. CUDNEY: Well, the 26th would give us a little bit more separation between the two and then into the next meeting. Six of one, half a dozen of the other.

MS. GILBERT: Yeah. Okay.

MS. BALE: And that one is going to be in Fairbanks?

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MR. GEORGE: Yeah.

MR. CUDNEY: Because there will be a -- is there enough time in between those two?

MS. VALENTINE: I'm going to.....

MR. GEORGE: Well, if she starts them now, yeah, then there is.

(Multiple voices)

MS. VALENTINE: We should be trying to get it done.

(Multiple voices)

MS. VALENTINE: We're going to start the process.

MR. GEORGE: And so at the next meeting, we'll get the one or two after that to keep ahead of this.....

COUNCIL MEMBER: Yeah.

MS. GILBERT: Yeah. Right. Right.

MR. GEORGE:game of cards.

MR. CUDNEY: My 60-day math didn't work that quick.

MR. OKONEK: Can these both be held at a Park Service facility?

MS. VALENTINE: Okay.

MR. OKONEK: At the regional office in Anchorage and.....

MS. GILBERT: What about Fairbanks?

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MS. VALENTINE: Okay. I find it difficult to move the public around.

MR. GEORGE: Yeah, getting in and out of that building in Anchorage is a pain in the butt. You'd be better in a hotel.

AUDIENCE MEMBER: Why is that?

(Multiple voices)

AUDIENCE MEMBER: It's a lock-down deal?

COUNCIL MEMBER: Yeah.

AUDIENCE MEMBER: Oh, my gosh. You're right, let's go to a neutral place.

COUNCIL MEMBER: It's okay. We don't have guards, we just have key locks.

COUNCIL MEMBER: What about the Aflac building?

COUNCIL MEMBER: That's what I was just going to suggest, Peter in the Aflac building.

COUNCIL MEMBER: Oh, I don't know, I think that new convention center might be worth trying out. We paid for it, I mean.....

AUDIENCE MEMBER: It's very expensive.

AUDIENCE MEMBER: How about the state? Do you have something we can use?

MS. GILBERT: Probably. I'd have to check.

MS. VALENTINE: We'll start with the Aflac theater. And then we do have a place in Fairbanks.

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MS. GILBERT: Okay. And there's -- there -- like, it would be in our office, too, or the conference room is the other option, if that's -- if security is an issue.

MR. ANDERSON: Well, we probably got the Morris Thompson Center, too.

MS. GILBERT: Yeah, that works real well. Yeah.

MS. VALENTINE: I'll be up there this week, and so I'll check it out.

MS. GILBERT: Okay. So we got that -- got our dates figured out here. Okay. That's good. Okay. So that leaves charter -- oh, I think we should talk about charter stuff, because if there's a -- if we're going to be requesting any changes or anything, we probably should have some lead time on that, too.

The two things on my list related to the charter amendments are alternates. Right now we don't have any way of having somebody sit in as an alternate if one of us can't make it. And I've heard a lot of interest in that, that that would be a good thing to have. And so I gather that if we want to be able to have an alternate, we need to get the charter amended to do that.

And I don't have any specific language or anything to propose. Miriam, do you know are there samples of charters that you're aware of that would have sample language

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that would provide for that or.....

MS. VALENTINE: Uh-huh.

MS. GILBERT: Okay. And.....

MR. GEORGE: And can you explain how that would normally work? I mean, what -- is it an -- are you just talking about an additional member or two, or alternates for each stake holder? I'm not on.....

MS. GILBERT: Well, the first topic is literally an alternate so that if you can't make it, that you could send an alternate to represent you or your constituency or whatever.

MR. GEORGE: So that would be an alternate for each person, in other words?

MS. GILBERT: Yeah. And I don't know whether that means we would have to name that person in advance, or whether we would just have the ability to delegate to a person of our choice. You know, like, Charlie wasn't at the last meeting, so could he -- and if it was last minute, if he could say, okay, I'm sending so-and-so, they're on their way. Or whether that person would be prenamed. It would be nice if we didn't have to prename that person.

MR. GEORGE: Well, that's why I was asking, what -- how this works in other cases, just to know whether.....

MS. VALENTINE: Yeah, I hate to -- my first

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reaction based -- and I didn't ask this specific question this past week to our contact here in the regional office, but I believe it has to be prenamed just like there's the process you go through to become a member on the council. It would be that similar process.

What I was encouraged to do, you know, if we are going to look at alternates, we kind of submit -- you don't just submit one of them -- you know, because you're not really choosing the -- who the alternate is, the Secretary of the Interior chooses. So you provide.....

MR. GEORGE: Candidates.

MS. VALENTINE:you know, Tom, if you had one person or two people. I mean, at a minimum we would want two names to send forward for that. So it is that possibility.

But the good news is that once that alternate has gone through such a process, it's easy just to have them serve in the capacity when the primary member can't, is my understanding.

I'll tell you what, I will go and get all the information about the different ways that this is done with other councils. And how about I just get that out to the group.

MS. GILBERT: Yeah.

MS. VALENTINE: It will take easily 12 months to amend the charter. So that was the reality check.

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(Multiple voices)

MR. ANDERSON: One of the things to remember here administratively is we're coming to the end of an administration. We're likely to have a new Secretary of the Interior. Backup committees are oftentimes the topic in the transitions, et cetera, et cetera.

So my expectation would be that it's going to take longer, not shorter -- it could be long, take longer, not shorter to go through the same process that we went through a year ago to form this committee.

If we do it before the secretary leaves, and somehow we manage our timing so that we can do it before the end of the administration and we get it across his desk at that point, then our chances are a lot better to get it in quickly.

If it doesn't get signed by the secretary, who knows when it's going to be signed.

MS. GILBERT: Well, for -- I mean, for me, but something that we're interested in, if -- I mean, I don't know how much work it is for you guys. If it's mainly just a time thing, or if it's just a matter of -- I mean, if it's not too much work, I think it would be worthwhile to do, even if it takes a long time.

MS. VALENTINE: Oh, yeah, we can go and.....

MS. GILBERT: Okay.

MS. VALENTINE:we can certainly go and

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get language and figure out how it -- how well it's worked for other councils. It sounds like you want easy flexibility if somebody isn't available at the last minute to ensure that that constituent group is represented. That's kind of what I've been hearing. So that we don't have this lag time like with Dan, you know, not being, you know, officially on the council.

MS. GILBERT: Right.

MS. VALENTINE: So if that's kind of what you're looking for, I'll ask for charter language (indiscernible - simultaneous speech).

MS. GILBERT: Figure out that. Yeah. Okay.

MS. RUST: I've got a question. Would that have solved our issue with the FAA transition?

MS. GILBERT: Yes.

MS. RUST: It would have?

MS. GILBERT: Yeah.

MS. RUST: Because they would have appointed two people, and we would at least be able to find one of those and put them in place.

MS. GILBERT: Right. Right.

MS. RUST: Because I -- the only concern I had was that when you change out members, they're the ones who've been here kind of -- you know, not change out, but, you know, if somebody comes in and replaces so-and-so for the day, they don't bring the same history of the four meetings or five

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meetings or all the -- that are in a place to influence.

So it is something to take -- just to be thoughtful about, I think. That we should -- you know, I guess it -- so it sounds like it's more for the purpose of being able -- if somebody can't be a regular member, to be able to replace them in a timely manner rather than just somebody not being able to make a meeting? Or both? Both?

MS. GILBERT: Potentially both.

MS. RUST: Okay.

MS. GILBERT: And I was originally thinking of it as more of a short-term thing.

MS. FRANKEVICH: Yeah, and to follow-up on what Suzanne was saying, you know, at first blush it sounds like a good idea to have alternates, but -- especially as we get further and further into the process, to have essentially somebody completely uninvolved in the process come in and have equal say might not really be helping anybody.

Maybe could we have that person, if they absolutely can't make it, if we know we're going to be making decisions, have a proxy vote from that person who at least knows the issues and the process? Some other way to solve the problem if it becomes a problem?

MS. GILBERT: Well, the -- one of the ways I was thinking -- I talked about this last time at the meeting that if we've got to a decision point and we're missing one or

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more people, we don't have any deadlines. So, you know, we can delay a final decision until all -- you know, every -- all the primary members have had a chance to weigh in. So, you know, if we're missing a key person on a key recommendation, we could wait until the next meeting.

MS. FRANKEVICH: Could we also -- if we have a pretty good group consensus but we feel like we're missing a key person, conclude that by e-mail if -- as well?

MS. GILBERT: I don't know.

MS. FRANKEVICH: I mean, it's only a problem if that key person generally agrees on where the group went that it's not a problem, let's do it by e-mail.

MS. GILBERT: I mean, we could -- I mean, we probably could do it -- we could just sort of -- we could decide -- we -- the decision -- our decision could be framed as this is our decision subject to, you know, Charlie's okay when he gets back next week, you know.

So that would make it an official action by a quorum of the council, and then if he came back and said, yeah, that's cool, it's gone. If he came back and said, ohh, you forgot something, or I have something I want to add, then it would bring it back to us.

So yeah, I guess we could do that. Does that make sense, Paul and Miriam?

MR. ANDERSON: You know, there are so many

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rules that govern the Federal Advisory Committees, which is why they call them backup Federal Advisory Committee back, that I'm afraid to say oh, that's great, because I don't know for sure.

We need to go back and talk to the person that's in charge of the Federal Advisory Committee program and make sure that all these things are okay.

You know, the idea of seeking alternates I think is a good one, even if it takes a long time. You know, if that's what you guys want to do, we should follow-up on that and see how we can do it.

In terms of how you operate as committee, we need to be sure we're on target with that, because we have to operate in the sunlight completely. And to have a vote of members of the committee that's not open to the public could be a problem.

MS. FRANKEVICH: That's what I would think.

(Multiple voices)

MS. GILBERT: Right. Well, that's what I was thinking, if you structure your votes. You only have one vote, but it was.....

COUNCIL MEMBER: Right. Your thought may be the way to solve that problem.

MS. GILBERT: Yeah, so it's conditional among the people that voted that this vote is conditional on, you know, 100 percent approval, so.....

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MS. VALENTINE: So what you.....

MS. GILBERT:there's not -- it's not a second vote, it's only one vote, and it's not done publicly.

MS. VALENTINE: So all of it is written that you formally wrote about in your protocols was that if an emergency results in a member being unable to attend, teleconferencing may be used as a last resort. So teleconferencing that member in. Every effort will be made to consider each situation on its merits and to accommodate the needs of the individual members and of the advisory council as a whole.

MR. ANDERSON: So in my experience, which is I'm not the most experienced Federal Advisory Committee person in the world, but the Federal Subsistence Resource Commissions and the Federal Regional Advisory Councils are all back -- chartered back at committees that have been operating for a long, long time.

And they operate -- in my experience, they've had meetings where members conference call in to the board meeting, there was a conference phone in the meeting, and the public was allowed to attend, and then that person on the board could act as board member over the conference call, as opposed to having to be in the room at the time.

But I guess the -- I mean, the group could set -- I mean, you don't -- there's no requirement that you

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vote on anything at any given point in time, so you could choose how you do that, as long as it's in the public forum. Generally speaking -- again, I'm thinking about how they do this thing with the alternates is that's why you have a quorum, and you can do business with a quorum, and that means that everybody is not here.

So that would be the minimum standard, you've got to have a quorum to take a vote that's valid or have a meeting that's valid. But if you chose to say well, we're not going to take a vote, we're not going to finalize the vote until everybody votes on it, as long as that's done in full public view, I don't see that that would necessarily be a problem.

So when Charlie's not there and you say okay, we're going to vote on this, but the vote's going to be on whether we're going to adopt this recommendation with Charlie's concurrence, I mean, that would be something valid that you could vote on.

Anyway, so we'll do whatever we can to support your desires, interests, and to help the process along so that you can do your job. I don't -- but until we go through some of these questions, I don't know the answers to them.

MS. GILBERT: Yeah, right. Right. I do think that if we do have a system of alternates, though, that we really do want the primary people here if possible. I

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mean.....

MR. GEORGE: Just thinking through this alternate business a little bit. That means each of us, if we have an alternate, have to keep that alternate up to speed to some degree so they can be effective. Which is an additional level of work, which pretty soon is leading to -- leads to well, you might as well have the alternate come to the meeting as well.

So I guess I'd suggest we research some of this stuff and just understand a little bit more about what our procedural options are and try and keep this as simple as we can. Because it also sounds like if we reopen this charter going through an administration change, who knows what else may go on. So I'd go for the simplest possible solution that keeps us moving ahead and keeps people involved.

MS. GILBERT: Yeah, right. And unfortunately the system isn't designed for that, but.....

MR. GEORGE: Yeah. That's where I think we may -- we may need a little time to do some research to see if -- you know, if there are any specific rules one way or another that would -- I mean, I think the administrative approach you've come up with is creative at a way to kind of fill a short-term gap. We should see if that -- if that will fly. Then that sounds to me like a good way to go, but you're probably not going to know for a little while until there's a

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little more research done on it.

MS. GILBERT: So maybe at this point it's too early for us to make a specific request is what you're saying?

It's that.....

MR. GEORGE: Well, I'd try and get the answer to that.

MS. GILBERT: Yeah.

MR. GEORGE: And if it looks like that's not viable and the alternate is the only way to do it, well, then let's go down the alternate rabbit hole. But at the moment, even just going down that as a whole nother layer.....

MS. GILBERT: That's true, yeah.

MR. GEORGE:of things on top of this, which may create more work.....

MS. GILBERT: Right.

MR. GEORGE:than it solves problems.....

MS. GILBERT: Yeah.

MR. GEORGE:is just kind of the feeling from listening to this discussion.

MS. GILBERT: Yeah. Well, and also just as I'm thinking about it, too, there's no reason why we can't use the Dan alternative, informally -- well, not -- that's not quite the same because you -- hopefully you will be appointed, but just basically to send -- like, if I couldn't make it, to send somebody else just to monitor what's going on, do their best to

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answer questions, wouldn't run the meeting.

MR. GEORGE: Right.

MS. GILBERT: And just be just more informal. You know, they're truly pinch-hitting me if I'm sick or something like that. And that we just have to just live with that. I mean, that -- I mean, that might be -- that's the other approach, is to not try and get into the complexities of formal alternates.

So anyway, but it sounds like it would be good to just sort of find out more about what the options are. I'm afraid it's going to be pretty formal, though.

MR. ANDERSON: I am, too. But we can follow-up.

MR. GEORGE: Yeah, Miriam wanted to read 30 or 40 pages of, you know, FACA stuff to.....

MS. GILBERT: Right. I know she's already done it.

Okay. Well, the other -- and the other charter idea that came up, this business came up last night. In terms of, like, looking at the makeup of the group and the -- sort of the mix of perspectives that -- the point was raised yesterday that we don't really have the -- you know, the tourist from Arkansas or whatever it was represented, and, you know, we're not going to (indiscernible - coughing) come up to the meetings.

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But, you know, whether there's an organizational person that could represent that viewpoint, and the person that we were all looking at as an example was ATIA up here, Alaska Travel and Tourism Industry Association, something like that, that right now that's not represented. It's sort of represented through the businesses, but they have their business interests to represent, and so they're kind of -- they've got kind of heavy plates already.

And so the idea came up of adding basically a 13th member to better represent just literally the tourism consumer, you know, without other baggage. And so that would, again, be a -- definitely be a charter amendment. And, you know, it would require putting forward, you know, a selection of names and, you know, seeing where that goes.

But anyway, I wanted to see what you guys's thoughts are on that. That's a new -- probably the first time most of you have heard this idea.

MS. BENNETT: It sounds reasonable.

MS. GILBERT: Joan.

MS. FRANKEVICH: I was part of that discussion last night, and it was raised by the -- I mean, I just think there's a valid point that the general public, you know, the tourism member, is perhaps -- I wouldn't say is not here, but maybe nobody is strongly represented.

But on the other hand, as I thought further on

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it, ATIA represents tourism businesses, and I'm not sure that's what we're lacking, is a tourism business. So if we wanted tourism represented maybe -- I don't know how we find this, but a person of the general public? ATA is a business organization, and so I'm not quite sure that's what we're seeking, that's what we're missing.

MR. CUDNEY: Well, these meetings are public, and it's also up to the public to educate themselves on what's going on. Obviously if they are, you know, having concerns. Just like if there's a public notice that there's a road going in or a hotel going in, you've got a stake.

And while I appreciate that we can, you know, bring a different perspective in here, I mean, we're not having -- this isn't a secret little club. I mean, obviously the message is out there, and people that have interest -- I mean, we've got people here that have interest. So how far do we want to go with that?

MS. GILBERT: Uh-huh. Right. But we don't want to keep going forever and ever.

MR. CUDNEY: Right.

MS. GILBERT: I -- yeah. Yeah.

MR. GEORGE: Since we didn't design this council and the Park Service did after, obviously, some consideration, I guess the -- a question I'd ask of the Park Service, is this something you thought about or -- in your

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analysis, and do you have any observations on this point? Because, like I say, I don't know what went into this election -- the makeup of the stakeholders that you did select.

MR. ANDERSON: About a year of deliberation and consideration and consultation with the secretary and the director. So it's not an arbitrary process.

But there's -- you know, the rules for a backup committee are that it be balanced -- that the interests that are being discussed, if you will, be balanced in their representation. And so that's what we tried to do when we created this group, would take this whole issue of overflights and say what are all the interests and how are they best to get represented on this group from the tour operators to the general aviation to the environmentalists and the -- you know, the other park users?

And I guess I -- my inclination would be to go to follow onto what Tim said, and that is the public -- these are noticed public meetings, the public -- I mean, we put it in the Federal Register, we announce it in the newspaper, and the public that's interested in being represented in the outcome of this meeting would have every opportunity to comment, both in person at the meeting or in writing, to the overflight committee about their interests, and that those should be represented and heard as objectively by the group.

You know if -- I mean, I guess the point is

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today -- my perception is that we're pretty well balanced and pretty well represented. We could add -- I mean, we could ask to add another member to the group. The question that would be asked, well, what is it that they're going to represent that's not being otherwise represented? And why is it important to the outcome of this group? What does it offer by itself? And why can't it be done through the public process? And then does that offset the balance of the committee?

MR. GEORGE: Uh-huh.

MR. ANDERSON: And if it does, then it's not going to be approved until, you know, you have a counterbalance to whatever that is.

I worked on a committee in Big -- I didn't work on the committee. When I was acting in the region in Big -- in the Southeast, Big Cypress had a committee on ORBs in the park, and they had done a similar kind of a process to establish the committee. And the feeling was that the environmental groups weren't adequately represented. Well, we felt they were. But they didn't.

And there was a lot of other stuff going on kind of outside the -- it seems the bottom line is that we agree to go to the secretary and ask to have two more slots on that committee be added. One would be the environmentalist, and another one was some kind of another interest. I can't remember exactly what it was.

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That started when I got there in November, and when I left, we still hadn't gotten it approved by the secretary to do that. And that thing was, I mean, controversial in the extreme.

So they -- when they put this together, it's pretty well -- you know, you got to have a pretty good reason to change the composition, you've got to have a pretty good reason to change the process, et cetera. And it's going to get vetted through X number of levels as you go along. It doesn't mean you shouldn't do it if it's important. It's just that it's got to be well justified.

MR. GEORGE: Yep.

MR. ANDERSON: And you need to expect that kind of scrutiny. If that's what the group decides needs to be done, then we need to work together to get it forwarded to the secretary.

But I would hope if there are interests out there from the general public who's flying in an airplane that's not here today, that, you know, there's people out here that would go to the public and say, look, you know, here's an issue that affects you as an airplane passenger over the park, you need to engage. And that opportunity exists.

MS. GILBERT: And it might actually be -- it might be somewhat difficult to make that case because I think the interest is, in a diffused way, already represented

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indirectly. And the other reason to not do it is you're bringing in a new, you know, person fairly late in the process after we've already kind of got done -- I've gotten a lot of briefings done, done a lot of bonding, and kind of figure out where we're all coming from. And, you know, so we have to kind of potentially start all over again.

MR. GEORGE: I missed that last night. When was.....

MS. GILBERT: Anyway.....

MR. SASSARA: Well, we're right on the edge that's starting to get into what are we going to do about it?

MS. GILBERT: Uh-huh.

MR. SASSARA: And these process issues just suck time. And so I would -- my inclination is to leave it alone and just try to move forward towards getting it done.

MS. RUST: Just to follow-up on what Charlie said, I agree with him that it's -- it will slow down the process. I do feel that it would be really good to have a tourism person, somebody just representing folks that are accessing the park in a different way than a backcountry user than -- I think that as the climbing community, I think that it is -- in a way, I would say that I do that. But I also do something else.

I'm supposed to represent the concessionaires. And so it's in town as well. We're -- I mean -- so I do

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think -- I feel -- and I've had people express this to me, at least on a number of occasions, that it is missing. And I think it was brought out in the process. And I think we need to recognize that that would have been a good thing to have.

I think that probably at this point it would be really hard. And probably the reality of it is that getting somebody on in a year or year and a half is probably not going to be very helpful. But I do think we -- I just do want to say that.

MR. OKONEK: Uh-huh. Sally?

MS. GILBERT: Uh-huh.

MR. OKONEK: I think that even though Suzanne and Tim are representing commercial operations, it's the flight seeing public that's using those operations. So I think the flight seeing public is pretty well represented through them. It -- and, of course, they can be represented in the audience at any time.

And I think it is going to slow down the whole thing, and then you're going to have somebody on board all of a sudden who has missed, what, six meetings or something, and they're never going to get caught up on everything we've already been through, so.....

MS. GILBERT: Yep, that's true, too. Okay. So I'm sort of sensing that at this point, kind of relative to the merits, that it's -- or even with the merits, it may not be the

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best thing to do, so I'm not -- let's not go there. Okay.
Okay.

MR. GEORGE: Well, I wanted to add to that, I think, was it -- Joan, did you mention yesterday that -- again, when we were talking about kind of representing end users that, to some extent, all of us are?

MS. FRANKEVICH: Uh-huh.

MR. GEORGE: So I think there's also that even further distributed factor involved here that helps, but -- and yeah, if we were starting today with a blank paper, we might do it a slightly different way. But I guess I don't think the -- I don't think there's such a huge disparity here that would keep us from being able to do good work.

And it would be better at this point to move forward to try and get it done than reinvent ourselves two or three times. And four years from now, you know, just be approaching a decision point.

MS. GILBERT: Yeah. Yeah. Well, this is the -- also influencing me, my own views on the whole alternate thing, that I'm thinking we should just stick with what we've got as best we can. And.....

MR. GEORGE: And there is a public component which allows people to participate. I mean, I've certainly served on other things before where I wasn't on the board, but if I was interested in this, you know, and there's a public

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meeting, boy, I'm going to go to that and use that opportunity also.

So, like I say, there's that process -- or that aspect of this process that is very public in addition to the actual seats around the table.

MS. GILBERT: Uh-huh.

MS. RUST: Could I make a suggestion? And I don't know if this would work. But that we maybe move forward with suggesting alternates for each of us so in the event that none of us can serve or continue to serve in our capacity, if there's a way to make that transition that doesn't take a year. But not use them in any other way.

I mean, because that would be the wisest thing for if some reason somebody here moves or something happens, a life change, those things do happen, and that it doesn't end up being a six-month to a year process.

MS. GILBERT: Uh-huh.

MR. SASSARA: That would be useful.

MS. GILBERT: Yeah. So rather than looking at that alternate process as a -- sort of your sick leave insurance, it's more of a -- you know, if you literally can't do it anymore, and in more of the FAA situation.

MS. RUST: Yeah, well, it keeps the -- it keeps us going. Instead of him sitting out there and all of us here, it keeps us going in that we can work, then, on getting that

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one person caught up, which it might happen once, versus trying to -- you know, that -- and so I would think that that would be a wise way to handle this and just have that understanding that we don't use -- that that's not what we do as alternates. It's only if you cannot continue to serve permanently.

MR. SASSARA: It's an insurance policy to continue our work.

MS. GILBERT: Yeah. Right. Right. Okay.

MR. ANDERSON: There's -- the board is -- the committee is made up of two sets of members, and I don't know who they are, one place or the other. One set of members is appointed for two years, another set of members is appointed for four years.

MS. GILBERT: Oh, that's right.

MR. ANDERSON: At the end of two years, which is a year from now, right, or thereabouts.

MS. GILBERT: Right.

MR. ANDERSON: A year from now exactly, September 4th, 2009, some proportion of this board is no longer a member of the board, it has to be the reappointed or replaced on the board. So we need to get started on that process so that we.....

MR. GEORGE: So maybe that's your answer right there. I mean, you've got a built-in mechanism to -- to keep an appropriate supply of talent coming. Because -- I mean,

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again, it isn't us that appoints anyhow, it's the Park Service that nominates and appoints, so -- and the Department of Interior. So this isn't really our call. We're here not because we asked to serve, somebody twisted our arm and we weren't smart enough to say no.

MS. GILBERT: Right. I don't think anybody volunteered. That's a good point.

AUDIENCE MEMBER: Yes. So four years from now, we'll have a whole new gang of people and they'll make the decisions; is that right?

(Multiple voices)

MR. GEORGE: You could. You theoretically could.

COUNCIL MEMBER: Unless we can get it over with.

MR. ANDERSON: I think by reading through the charter, you could have a whole new set of people sitting here in four years. But it says in the charter, members may be appointed for consecutive terms.

AUDIENCE MEMBER: Oh.

MR. ANDERSON: So you could have the same set of members that are sitting here exactly in four years.

(Multiple voices)

MR. SASSARA: We will have resolved it by then.

MS. GILBERT: Yeah. And presumably that if

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it's working, there's not -- the Secretary of the Interior is not likely to just arbitrarily to replace somebody just to put on a new face.

AUDIENCE MEMBER: Just in listening to the discussion, to have such a large user group that concerns greatly the decisions and recommendations that will come out of this committee not be served on the committee seems like -- I understand keep it simple, and it is complicated, all the recommendations and what all the issues are here are complicated, and I know keeping it simple is very good, but also I'd hate to see that be passed over, the thought of that passed over just because it might be complicated. Because it's an important element of this, and really how valid is the decisions if one of the biggest user groups that you're talking about impacting is not represented?

MS. GILBERT: Well, I think we're thinking that it is represented, it's just under -- it's represented more indirectly than directly.

AUDIENCE MEMBER: I understand.

AUDIENCE MEMBER: But the climbers aren't represented by the air taxis. You could make the same argument. We bring them all in, what the heck, let the air taxis represent them. They wouldn't stand for that.

MS. FRANKEVICH: I mean, I think this could be a slippery slope. I mean, we could say the concessioner isn't

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represented, we could say the bus passengers aren't represented, we could say the Kantishna Lodges aren't represented. I mean.....

MS. GILBERT: Yeah.

MS. FRANKEVICH: You know, I do think it's a good point. I think tourism is -- you know, could -- like we said, could have been a good one when we started, but I don't think it's a huge enough hole to disrupt the system now. I really don't think it's completely missing.

MR. SASSARA: Then we have the knowledge that it's out there as a topic.

MS. FRANKEVICH: Right.

MR. SASSARA: I mean, we could say have we considered -- you know, let's put ourselves in that perspective for a moment and see if we can take their position. So, I mean, let's move -- keep moving. We're supposed to be reinventing our processes.

MS. FRANKEVICH: We'll keep it in mind, but that's been raised, and that -- we've got to make sure we cover those interests.

MR. ADEMA: So similarly, isn't tourism completely represented? I think of myself and my family in all the ways we use Alaska. And I feel completely represented if I go for a hike. There's two or three people that are representing me if I want to fly in and go skiing somewhere.

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There's someone here representing trying to get my business. If I want to make sure my mom can do something in the park, there's someone here who will fly her there.

So I think the public or the tourism is completely represented. If it were just privates versus, you know, locals going for hikes, we wouldn't have a group like this. So it seems to me that it is fully represented.

MS. RUST: Well, I think that if you look just on -- if you look around the table at how we label our groups, I think perhaps that may be how we get sidetracked. You know, we have backcountry users. I'm a north side concessionaire. We have land owners. We have the climbing community. And when you say that the flightseeing community, which is going to affect kind of the public from a tourism perspective, I think that's where people are coming from in general. I think really recognizing that -- that it probably is -- a part of it is missing, that.....

MS. GILBERT: Well, it might be missing on our labels, but I don't think it's.....

MS. RUST: But that's how we kind of categorize things. And I think that that's -- so I do -- yes, I believe everybody here can be a flightseeing public, and I do think I represent that. But I think that there are valid concerns and -- but I don't know that enduring the process -- I don't know that it's going to be helpful to have somebody appointed

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in a year and a half.

MS. GILBERT: Right. Yeah. Well, I think that's how a lot of us feel, that it's -- I mean, that's -- I mean, I raised it.

MS. RUST: Right.

MS. GILBERT: So -- I mean, I think it is a valid concern, and but I also agree that I think we can collectively address it, you know, safely and securely, you know, with the public's help at meetings. And -- you know, and if we go back -- if we can go back in time, you know, maybe making some tweaks would be possible. But we definitely can't do that, so I think I'm comfortable with where it's at. I think most people are, it seems like at this point.

So on the -- where are we on the charter? So you're going to do some more work about what -- what the options are, and we'll work sort of individually ourselves on thinking about possible alternates so that we know what -- what, if any, recommendations we want to make related to that after you get back to us?

MS. VALENTINE: Recognizing that you won't choose and Paul won't choose, but Interior will choose the membership?

MS. GILBERT: Uh-huh.

MS. VALENTINE: Okay.

MS. GILBERT: Yeah. Right.

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MS. VALENTINE: So as long as nobody's offended that their choice may not be selected, that it may be.....

MS. GILBERT: Right. And should we be thinking of multiple -- more than one name?

MS. VALENTINE: Oh, very much so.

MS. GILBERT: Okay.

MS. VALENTINE: Uh-huh.

MS. GILBERT: And is it appropriate to express a preference?

MS. VALENTINE: You know, we certainly want -- sure, you know. Because maybe the people you're suggesting really don't have the time to give the committee. I mean, you know. It may take several people to find somebody who's willing to do that as well as -- when I even asked about Dan, they said, Well, it will be okay. Well, we'll need at least two. I said, well, okay. So.....

MR. OKONEK: Well, on the flip side, should we be involved at all? Or should Park Service just be the ones looking for people to fill these various positions should they -- should it become necessary?

MS. VALENTINE: You know, I don't know how it was done the first time, so.....

MR. ANDERSON: I would suggest that we need to check into whether or not we can do alternates, and whether we can do alternates or individuals. There's different ways to

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appoint a Federal Advisory Committee.

And in this case, people are -- you're representing interests, if you will, specific interests as opposed to, you know, broad areas of expertise. And so if it's -- in some ways it would be easier if people will represent broad areas of expertise to say well, you know, we can have an alternate to make a quorum and -- because they don't have to have our particular point of view, if you will.

Whether that's going to be a problem in trying to find alternates, I don't know. So we need to do that.

MS. GILBERT: So generic alternates?

MR. ANDERSON: Yeah, generic alternates.

MS. GILBERT: Okay.

MR. ANDERSON: So but if we do move forward with alternates, I can assure you that I want your input as to who the alternate candidates for consideration ought to be, because I don't know who all of them are. And, of course, we want to get the best people and the best quality that we can, so that would be critical. I mean, we can, you know, put names forward, and we can put them on a list and let them be vetted by the secretary's office.

MS. GILBERT: Okay. So we can be thinking about that, I guess, while we're waiting for.....

MR. ANDERSON: And we -- you know, the issue of alternates, one, is it possible to do that? We can answer that

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question this week.

AUDIENCE MEMBER: We can't hear you very well.

MR. ANDERSON: I'm sorry. The question of can we have alternates for the committee, we can answer that this week with one phone call, as long as that person is in the office. We can do that quickly. And then that will give us information to move forward or to decide what to do.

MS. GILBERT: Okay. So anything else on charter-related questions? Okay. How are we doing on time?

COUNCIL MEMBER: Twenty minutes.

MS. GILBERT: 4:30. That's a big one now. I would -- on Web stuff, I would suggest that if anybody has any great ideas about how to put ourselves out on the Web, that you just talk to Miriam or send her an e-mail. I don't think we need to spend time talking about it. And that's actually true for you, too, if you guys have ideas, just talk to Miriam or send her an e-mail.

MS. BALE: Sally, may I suggest in relation to information sharing.....

AUDIENCE MEMBER: There's a motor running out here and we can't hear you, so you got to -- we really can't hear you. It's like a wind break. We don't know what you're saying.

MS. GILBERT: Okay. If anybody has any suggestions for how the council's Web -- or how we're -- we're

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trying to get information on the Web, and right now there's a park site that's kind buried in the Denali site, and there's also supposed to be a FACA sponsored -- it's an independent site that has yet to be set up; is that right?

MS. VALENTINE: Yeah, but we should -- that should be this month. We should have our.....

MS. GILBERT: Okay. Anyway, so if anybody has any suggestions about how -- or how that should be designed or things you'd like to see on it or categories of information or accessibility or links or anything, just pass that information on to Miriam. And her e-mail is Miriam -- do you want to spell your name.

MS. VALENTINE: M-i-r-i-a-m, underscore, Valentine, like Valentine's day, at NPS dot gov.

MS. GILBERT: Okay. So the two things we have left are any additional information that we would like to -- the requirement of the Park Service for the next meeting, and then our assumptions document are the two things I was hoping to be able to get to today.

MR. GEORGE: Could I just make a quick point of information. It was asked about earlier -- and I don't remember in whose presentation -- about information on the chart regarding the parks and altitudes.

And yeah, there is a reference on the sectional chart that does say that all aircraft are requested to maintain

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a minimum altitude of 2,000 feet above the surface of lands and waters administered by the Park Service, Fish & Wildlife Service, and the U.S. Forest Service wilderness areas. And then it goes on to talk about surfaces.

The highest terrain within 2,000 feet laterally of the route of flight, or the uppermost rim of a valley -- a canyon or valley. And the way that's conveyed specifically to Denali or other units is a symbol on the chart that then is -- runs around Denali, or at least the wilderness areas.

So there is that information that is on the flight charts today, but again, it's an advisory and put there at the request of the land management agencies, not the FAA.

MS. GILBERT: Okay. And it's related to the -- to designated wilderness, not the park?

MR. GEORGE: Apparently so.

MS. BALE: Forest Service wilderness, I believe, but not the whole park. If you read -- that's how I got it. I got it Park Service and Forest -- and Fish & Wildlife Service lands, and Forest Service wilderness.

MR. GEORGE: Yeah. I -- but, I mean, the answer ultimately comes in to look at the chart to see what chunk of land that symbol is around. And I think it's the whole park in this case, which would make sense.

MS. GILBERT: Okay. So the wilderness is only -- that's only Forest Service.

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MS. BALE: Forest Service.

MS. GILBERT: Okay.

MR. GEORGE: Forest Service.

MS. BALE: It makes sense.

MS. GILBERT: Well, that makes sense, yeah.

That's basically a conservation system unit, so that's what (inaudible), so -- okay.

MR. ANDERSON: That recommendation or request is -- if I'm not mistaken, is servicewide, it's not in Alaska, it's all other parks.

MR. GEORGE: That's right. Yeah, this is a national thing.

MR. ANDERSON: It's the National Park Service out of Washington.

MS. GILBERT: Right.

MR. GEORGE: Yep.

MR. ANDERSON: For all parks.

MR. GEORGE: Yep, exactly. So it's not at all specific to Denali National Park.

MS. GILBERT: Okay. Well, that's interesting. Okay.

MR. GEORGE: So that's a given, and all pilots are trained in that as part of their, you know, ground school is -- and under the map section.

MS. FRANKEVICH: And that makes sense because

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when I was preparing for my presentation, I found a pamphlet that said FAA recommends people keep 2,000 feet above parks, refuges, and wilderness, but then when I checked with the FAA person, he wasn't certain about that, so I didn't say that, but there was -- in a national pamphlet, it did say that, so.....

COUNCIL MEMBER: It's not regulatory, but a recommendation.

MR. GEORGE: Right. Yeah.

MS. FRANKEVICH: Right, but a recommendation, so it seems like that information was correct.

MR. GEORGE: Yep.

MS. FRANKEVICH: Okay.

MR. GEORGE: Exactly.

MS. GILBERT: Okay. So for data needs for next meeting, Suzanne, did you -- I know you had something.

MS. RUST: I did. Well, I think one of the things we should look at, and I don't know -- I failed to get it either into the request for this meeting, but looking at seasonal patterns of people and where they are in the park, that -- you know, the south side, the north side, and where the users are and when, where the high concentrations are, when there aren't really any people there. I think that that's an important thing to look at. And also the animals, kind of where our animals are. I think you were going to get some information on that.

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MR. WITHERS: Yeah.

MS. RUST: And I think that that's good information for us to have.

MR. WITHERS: And maybe a -- have a sense that it may be a whole lot -- at least for Denali-specific wildlife noise impacts. I don't know that that's ever been looked at here. It may be a whole project, but there's certainly information on wildlife that we do have in Denali that's been recorded elsewhere.

MS. RUST: Recorded elsewhere?

MR. WITHERS: Like, I came across a few studies that dealt with Arctic wildlife, you know, caribou and bear and wolves and stuff like that, but it wasn't measurements that were made in Denali.

MR. ADEMA: We've -- it's a place where we may recommend that you invite someone who's done sort of a range of studies or has firsthand knowledge with them. And we've got some people that we've talked with. The range of literature is -- goes from it doesn't have any affect, they're totally eventuated, to it has every effect in the world, or you can't have any range of inference. It depends where you are exactly.

So studies on the peregrine falcons on the Yukon River and their reaction to military noise is one specific study, but we may try and get -- we may recommend that if it's not Jarred, that maybe an ecologist that we find is a

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more appropriate person that studies this as a specialist. So we can certainly speak to it, but we might not be able to answer any questions.

MS. RUST: There may be seasonal patterns. I think maybe I was speaking more to, like, seasonal patterns that -- and I think that's good information to get those impacts of seasonal patterns of where animals are in the park. Because I think you probably do have that where -- and where people are in the park. I mean, where.....

MR. ADEMA: Okay. That's a different question.

MS. RUST: Uh-huh. That is.

MR. ADEMA: That's very different.

MS. RUST: So -- but I think all that information is really valuable.

MR. GEORGE: Just to probe at that a little bit, in terms of the people information, so are you talking about the kind of information we heard today, but, you know, with a little bit more seasonal -- you know, what areas when? The seasons from then -- the season the people are using these areas from X to Y and.....

MS. RUST: Absolutely, because I -- I mean, on the south side is a good example. You know, when we're looking at, for instance, summit flights, or we're looking at -- you know, in July or June, there might be people on the summit versus in August, there's nobody on the summit. Or where we're

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flying at Kahiltna Pass. Are there people there or are they not?

And I think that it -- I think that that helps us have a perspective of what's going on. And it's -- and just the same way with backcountry use, is there time where it's -- there are a lot more people or are -- people are more disbursed at different area -- times a year? I think it's good for us to have an idea of what's -- where people are and what's happening.

MS. GILBERT: Okay. Is that refined enough for you guys to -- for the Park Service to understand what we're looking for?

MR. ADEMA: I -- yeah. So I think the seasonal visitor use pattern.....

MS. GILBERT: Yeah.

MR. ADEMA:we could break the park into some subset of units and do some sort of Gantt chart of when they're in different types of units, something like that. The wildlife is a bigger question.

MS. GILBERT: Yeah. Yeah.

MR. ADEMA: I think we probably should stick -- or my advice would be to stick with the people first. The wildlife, first start to -- we'll try and go to the question of, you know, are wildlife affected by different sounds, or how are wildlife affected by sounds. But we could do a general

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overview of where animals are roughly, but I'm not sure what you'll get out of it.

MS. GILBERT: Yeah.

MS. RUST: Yeah. And that might not be the -- that may not be the place to go. I'm just -- it was.....

MR. ADEMA: We can certainly do it. We can do a presentation on migration patterns in the park if that's something you want.

MS. GILBERT: Yeah. I don't sense that it's the biggest issue, in part because there isn't good data.

MR. ADEMA: Okay.

MS. GILBERT: And that doesn't seem to be the issue, so I think a once over lightly on what data is out there would actually be just useful as background information, but I don't see it as being something that's going to be a dominant factor that's going to change the balance of things.

MS. RUST: I would agree.

MR. ADEMA: I tend to agree. I mean, through the long-term management of wildlife at the park, we haven't seen the sound as -- you know, just the general biologists haven't see that sound as probably a major contributor to the life cycles of the animals. Like in the Yukon River, the peregrines, I assume they must have something.

So until we have some general knowledge that that's going on -- and we have projects in to study it, but we

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don't have any data ready, so.....

MS. GILBERT: Okay. Another -- again, another housekeeping item real quick are how we document our meetings.

So we'll talk about meeting summaries, the transcripts.

Does anybody have any thoughts about -- I mean, like the summaries are incredibly brief, the transcripts are incredibly long. To do something that's more meaty and more on the -- you know, like, 5- to 20-page thing, you know, those are a lot of work to produce. It's -- you know, it's hard to be -- you have to be, you know, be really unbiased. They're not easy to develop.

MS. BALE: I like what Miriam did, and I think that it divides it up enough so that if you had a curiosity, you could go to the section that she named. So that it would be up to her to determine when the conversation was -- had an important kind of general topic associated with it and identify the pages on the transcript so that then we could, oh, yeah, I remember when they were talking about that, I want to go over it.

But two sides is really nice because you're actually probably going to read it as soon as you get it. If you get more than two pages worth of information, you might put it in a pile, and then the night before the meeting you've got a huge task. So I think the brevity of her summary was a positive attribute of it.

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MS. GILBERT: Uh-huh.

MS. BALE: As long as it helped us get into the transcript, which some of us might want to go back and read what other people said, what we said. Review what we said, really, more than anything.

MR. GEORGE: Well, I guess I'd raise the question do we really need a transcript of -- again, think of all the things we've talked about today, which have mostly been presentations. We're going to get copies of those presentations. It's a huge amount of work to actually compile a transcript.

So I'd argue that I don't think we need a transcript, that we could live with a set of meeting notes. And, of course, the caveats are that meeting notes are going to get circulated, and so if there's any -- anybody feels there's anything either left out or said incorrectly, and then there's an opportunity at the start of the next meeting to discuss that and make any changes before they're filed away and off we go. So I guess that's a.....

MS. GILBERT: So then the question is who writes those up?

MR. GEORGE: And I have no problem if -- I mean, Miriam, you said something about, you know, not -- some concern about somebody from the Park Service doing that. I don't have a problem with somebody from the Park Service does

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that. Again, because they're reviewed and a chance to be vetted, so.....

MS. BALE: Things that members of the public ask, questions they asked, are they in the transcript?

COURT REPORTER: Yes.

MS. BALE: I'd sort of like to preserve those.

MS. RUST: So is there a way to maybe have somebody to take notes and minutes, do that, and then we could tape record the meeting so if there's ever a point where we have to go back?

MS. GILBERT: Okay.

MR. GEORGE: Yep, there's a possible approach.

MS. RUST: So that it would be inexpensive and.....

MS. BALE: Everyone would have to speak.....

MS. RUST: And I wonder if there's a way to log, like, is your -- you know, taking notes. Because, you know, I -- on other boards I've been on, you know, you're -- you get a packet, you know -- or, you know, several pages of kind of decision points and key points that somehow as you're going through what you reference, look at where it is on the tape, you know, where your tape recording.

I don't know if you can do that, but if there's a meeter or something. There must be some kind of technology that makes it easy so you're not having to go back through the

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whole entire -- listen to, you know, 12 hours of meetings, you know.

MS. GILBERT: Yeah, well, I think the assumption is that if you tape it, pretty much no one is going to listen to it unless it's really important. You know, so it's sort of like a backup if there's.....

MS. RUST: Right.

MS. GILBERT: You know, it would be -- I mean, I would not -- I mean, I would not -- it would be really unusual for me to go back and want to listen to a piece of the dialogue.

MS. RUST: Well, I wouldn't want to.

MS. GILBERT: Yeah. You know, so -- because we're all presumably hearing it in a primary sense, and -- but, I mean, there needs to be some documentation, so I -- you know. Okay. We'll.....

AUDIENCE MEMBER: I think this is important enough that it should have a transcript. And if we could make captions for it, ten pages or whatever, that that should be fine. I think this is real important to a lot of people, and then a transcript would be appropriate.

MS. GILBERT: So have you read the transcript of the last meeting?

AUDIENCE MEMBER: It's right here. So you don't get into the he said/she said thing, which could happen.

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MS. GILBERT: Yeah. Well, hopefully -- that's what I'm saying is I don't expect us to get into the he said/she said thing. For one thing, if it's one of us, I mean, we'll just ask again. And, you know, the public can continue -- you know, is continuously able to observe and weigh in.

I mean, we're supposed to be having a little bit more rigid public comment periods, which we're not -- haven't done this time because you guys have been really good about not jumping in too often. But, you know, you do have participation opportunities on a regular basis, and we do listen to that, and -- so you can keep it updated.

I'm not arguing against transcripts, but -- I mean, I am sort of, but I'm not -- I have -- I'm not -- I don't know what the answer is. I mean, they're -- I just know they're long, and it's hard to make them useful, other than that -- you know, what Miriam did I think it was helpful.

AUDIENCE MEMBER: This is a comment about that, is that the only thing that makes them useful is for the people that can't make it, so they can actually see everything that was discussed.

MS. GILBERT: Uh-huh. That's true. Yeah, and it's easier to publish a transcript than it is to publish a tape.

AUDIENCE MEMBER: I couldn't make the first

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meeting.

AUDIENCE MEMBER: We could -- we could record the first five seconds of every five minutes.

(Laughter)

(Multiple voices)

MR. GEORGE: See, he was paying attention.

(Multiple voices)

AUDIENCE MEMBER: I was paying attention.

MS. GILBERT: Joan?

MS. FRANKEVICH: Did you say you did read the minutes, the transcripts?

AUDIENCE MEMBER: They're right here. I didn't read them all, though I was at both meetings.

MS. FRANKEVICH: Okay.

AUDIENCE MEMBER: No, I didn't know that I needed to read them.

AUDIENCE MEMBER: I wasn't at the meetings and I did read them.

MS. GILBERT: Oh, okay. Okay.

MS. FRANKEVICH: Oh, Okay. Oh, good.

AUDIENCE MEMBER: I was at the meetings.

MS. FRANKEVICH: But.....

MS. BALE: They're more a default option.

MS. FRANKEVICH:you might read them if you did not attend?

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AUDIENCE MEMBER: I did.

MS. FRANKEVICH: Okay. You did?

AUDIENCE MEMBER: About one and a half. I'm not all the way through the last meeting yet, but I got half way through it.

MS. FRANKEVICH: Okay. Well, that's good.

MS. GILBERT: Okay. Well, that's actually good to know. I mean, that's useful information.

MS. FRANKEVICH: Yeah, that is. Because I know I probably would never read them, but.....

MS. GILBERT: I mean, I read the first one.

AUDIENCE MEMBER: If you weren't on the committee, you might, though.

MS. FRANKEVICH: Right. Right.

AUDIENCE MEMBER: I mean, you're concerned enough, you probably.....

MR. GEORGE: Well, I'd say if people are looking at them and using them, then we should do them.

MS. BALE: I agree.

MR. GEORGE: So, by all means, go for it.

MS. GILBERT: What about.....

MS. FRANKEVICH: And then if we do this and this kind of a summary, plus -- and then if we have any key decision points, they should be written down.

COUNCIL MEMBER: Right.

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MR. OKONEK: Absolutely.

MS. GILBERT: Yes, summary plus key decisions.

MS. FRANKEVICH: And I would say include even, like, our discussion on should we have another member, should we add alternates. Those should probably -- you know, those kind of things should probably be included so we don't have to revisit it if -- you know, we don't forget what we decided.

MS. GILBERT: Uh-huh. I've already forgotten what we decided anyway. Because I don't take notes. Okay. So I'm hearing.....

MS. BALE: I have -- okay. Go ahead.

MS. GILBERT: Okay. I'm hearing keep the transcripts, keep the short meeting summaries, add in decision points when we make them, and that today we've made decisions on data needs, charter amendments related to alternates, and new members, and we're making a decision about meeting summaries.

MS. BALE: I had one other data need.....

MS. GILBERT: And date of our next meetings, yes.

MS. BALE:to add.

MS. GILBERT: Uh-huh.

MS. BALE: And I don't know whether Erika would be the best person to do this, or maybe in cooperation with some of the other folks, Tom. I not being a -- I'm a user, but

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not -- haven't been in Talkeetna as a user for quite a while, so I think the fleet has changed.

And Suzanne addressed this in her presentation that they've gone to -- that maybe there are fewer flights now because the planes are larger and you've switched to the different prop. And so I would like Suzanne maybe could go over with that part of her presentation where she talked about what they're already doing, because I think there's some people that missed it. And some description of the fleet.

What I'd like to see is a picture. You know, maybe some of the not too wonkish aspects of the plane, what types of activities it's used for. Like, do you have a different plane that lands on glaciers versus the planes you might use for flightseeing. And also a description of those planes that are in the general aviation spectrum. You know, it doesn't have to be every last one, but the most common classes of planes in the general aviation spectrum to include even the jets.

And then if FAA has sound signatures for all of those if that's the case, or if sound signatures haven't been developed for all of those, because we've had some decision points where we've wondered, in an exceedance area, whether it was general aviation that was doing it, or whether it was overflights that was doing it, or whether it was screaming bears.

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You know, so to keep track of what has sound signatures, and just to give us on the council a better idea of what's out there. So I don't know, that's probably a big presentation, and, you know, I know how long it takes to make them.

MR. GEORGE: Well, Suzanne's part of it is in the transcript.

MS. BALE: Oh, okay.

AUDIENCE MEMBER: Actually, it's not because there was no transcripts yesterday.

MR. GEORGE: No, no, at the last meeting.

MS. BALE: She did it last time.

MR. GEORGE: The last meeting.

MS. GILBERT: Yeah.

MR. GEORGE: The presentation.

MS. GILBERT: Well, what -- I mean, part of what you're asking, like, of Suzanne, for example, is sort of the first step in, you know, recommendations. This is like what is already being done out there, perhaps on a piecemeal basis that we might want to recommend that more people do.

So that's something that we're already thinking that we're going to start with that anyway, so.....

MR. GEORGE: Yeah, that she's already agreed to do.

MS. GILBERT: Yeah.

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MR. GEORGE: The GA fleet side, actually, I don't know a way to do that, because it could be anything, literally. I mean, in terms of people that fly through the park. I mean, I'll think more about it in terms of what -- but, you know, the people from the Lower 48, it's whatever airplane they're flying through in.

There are probably a few we could identify that aren't typical customers, but I -- unlike the flightseeing fleets, which are pretty well defined, because there are a handful of them, I can't think of an easy way or a reasonable way to necessarily give you kind of a simple list. But let me think more about that.

If we can come up with something, we certainly will. But because it is totally ad hoc and it is not organized in any way, shape, or form, it's not the same thing as a commercial fleet or a military fleet would be.

MS. RUST: No, but, you know, a visit to Merrill -- you know, if you go look over there. I mean, you have.....

MS. GILBERT: That's it.

MR. GEORGE: Well, that's -- like I say, it's literally the entire list of airplanes that exist.

MS. RUST: Right, I know, but that's -- but it might -- you know, for folks who don't know, it's kind of nice to have that education of, you know, kind of the range of

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different air -- I mean, you go look at Merrill and you think any of these guys could be up there flying around.

MS. BALE: Does Dan have any idea of the classes of planes?

(Multiple voices)

AUDIENCE MEMBER: Well, I was thinking about that, but I kind of agree with Tom, that we could give you an idea of what the common airplanes that are used most commonly, like the Cessna 180, 182, 172s, the Piper Cubs. You know, what are most common GA aircraft here in Alaska.

But as Tom said, it could be almost anything from light sport experimental aircraft through a type certified aircraft. It could be a whole.....

MR. GEORGE: BizJets.

AUDIENCE MEMBER:rainbow of aircraft.

MR. SASSARA: Is it useful information?

MS. GILBERT: Yeah.

MS. RUST: I think it's interesting information. But I don't know that it's.....

MS. GILBERT: I mean, if.....

MS. RUST:you know, general aviation.....

MS. GILBERT:if it's a plane, you know. If it's a plane.

MS. RUST:you know, general -- what -- what -- well, general aviation, there will be -- so more

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typically horsepower. I mean, they're going to be -- what do you think? Well, I would say more low performance air -- I don't know. It might be somewhat helpful. I don't know, but.....

MR. GEORGE: Well, let me think and.....

MS. RUST:what we can define is what we are doing. And I think I tried to get a picture of everyone's airplane for my presentation with the exception of I don't think I had Kantishna. And I -- so I think I have a lot of the makeup of Talkeetna and both north and south side.

So we can walk through that and have -- even have each operator speak to what they're doing with that particular airplane. Would that be helpful? So that we're flying -- we can tell you where we're going and what people are seeing and experiencing with that plane. Would that be helpful?

MR. SASSARA: The piece that I got out of it yesterday was what's interesting is that you guys are reacting to the market in some way, and that there's -- there may be already feedback about sound. And so what are you already doing to mitigate those issues voluntarily that we don't know -- already know about? And maybe there's some sharing of that information. Because you have flight patterns, right?

MS. RUST: Uh-huh.

MR. SASSARA: And you have -- you agree you're

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going to go this direction. And those are useful -- that is useful because that tells the people that aren't operating as air taxi operators and the rest of us more about how the business is run, so that when we get into -- ever get to the discussion of.....

MS. GILBERT: If we ever get to it, yeah.

MR. SASSARA:what we can do about it.....

MS. GILBERT: Yeah.

MR. SASSARA:there's a better understanding of the business.

MS. RUST: And to some extent I think I addressed that in the last meeting when you weren't there. But I do think that it's a good idea for us to spend some time, both the Denali side and the Talkeetna folks, and anybody else operating, and talk about what your specific companies -- and I would be glad to gather that information, and what your specific idea is.

Because I didn't have all the ideas down. And -- but I did have some things of things we were doing, and things that are working. And so -- but I can work harder for the next meeting to maybe build in some more information. And Tom, I know, will be glad to help me. Right?

MS. GILBERT: Yeah. I mean, you did do a lot of that last time, so I think focusing on that more, because that was only one piece of your presentation before, so getting

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into that, drilling a little deeper, getting more -- you know, getting more input from the other folks.

MS. RUST: And I don't know how much more there is, but I know what we're doing. And I will say it, because in -- we do some things kind of naturally that lend itself -- I mean, you know, when we get a call from someone who says, blah, blah, blah, you've flown over my house, we think, okay, can we change the pattern? Can we avoid this area? You know, what are -- how are we coming in and out of the pattern in Talkeetna? You know, and can that be avoided?

I know that they've changed things in the pattern to actually how -- the pattern in Talkeetna to not come over -- directly over town so that -- and that's a start. I mean, that's a start. And I have to tell you, we had a guy, what is it -- remember Murray -- it was Murray, five years ago, pulling his hair out, that it's too noisy. And we all got together, we made some changes.

And I saw Murray the other day, how are things going? Great. Great. You know, and it's good to hear we did -- made a change. And he's happy. He's completely happy.

So, you know, we can do those things, and we're glad to do them, we just -- some of it is knowing some of the information of where we need to be, you know. And some of it we can't help.

MS. GILBERT: Yeah, right, right. So with

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that, I think that's definitely something we'll do as part of our next meeting.

And in terms of the participation, I'm anticipating that she will give her presentation. And then separate from public comment to invite the other concessionaires and air taxi operators that -- specifically that have suggestions or things that they do that, you know, maybe other businesses aren't doing, or just to give you guys a chance to supplement what she's saying.

I want to make that a specific part of the agenda, which is not a public comment period, but where you guys are directly, as, you know, pilots, inputting into the process directly with your -- just -- they're not recommendations. I think I need to be careful, they're not recommendations, but just ideas, stuff that you're already doing that could add to the -- sort of the shopping list of things that we can then look at as possible recommendations.

So anyway, just to give you a heads up about that. So just kind of to supplement Suzanne so she's not having to do it all herself.

MR. GEORGE: And maybe on the GA side, maybe working with Dan and Eric and others. We can come up with maybe some -- a range aircraft on the GA side that might be encountered over the park as some way to try and give some face.....

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MS. GILBERT: Yeah.

MR. GEORGE:to the general aviation piece of this.

MS. GILBERT: Just based on your kind of collective wisdom.

MR. GEORGE: Yeah.

MS. GILBERT: Yeah.

MR. GEORGE: Yeah, with lots of caveats about -- it could be anything.

MS. GILBERT: Yeah. Right. Right. Okay.

MR. GEORGE: So I'll certainly -- that's something maybe we can work on and add to the equation.

MS. GILBERT: Okay. That sounds good. Okay. Anything else?

MR. OKONEK: Are we going to have -- is this going to be -- when are we going to be able to move into talking about possibilities for mitigating things, and if these possibilities are possible for the air taxis to do? You know.

MS. GILBERT: Hopefully at the next meeting. My thinking is by starting out with the air taxis, if they're -- or the concessionaires, whatever term you want to use, that if they're putting the suggestions on the table, then it's better for them to start and put their suggestions on the table than for the rest of us, because those are things that they've already thought about.

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And so it's not -- they are things that they think are potentially doable, not necessarily guaranteed, but that they're doable, and then we can look at that list, and then we can throw more things on the table. And all -- you know, all of it should be up for grabs and not for debate, but I'm seeing it as kind of a two-step process, you know, for the industry to start, and then for others to follow.

So just -- we're all getting to the same place, but just give them that chance to get out in front.

MR. SASSARA: I'm curious. There was a question out to the group, which is do you think that we have -- given the information we've been sharing with each other, do you think we have problems to address? Because we're sort of close to the -- coming to that discussion, but do you think we have a problem, the industry? What do you think, Eric?

AUDIENCE MEMBER: Yeah. I mean, that's why we have this committee. Some people felt there was enough of an impact of aviation that they want to hear some ideas on how to lessen it and not get any worse or even -- I mean, completely get rid of it.

I would suggest that people come up with their single biggest annoyance, top three, I don't care what, and have them so we can talk about it. I didn't know that Glacier Creek was popular. I had no idea (indiscernible). How

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would I know that? I just thought, oh, we'll stay away from the Eielson Visitor Center by flying right over Glacier Creek.

I mean, at the time.

How would you know that? I mean, what the hell? Why would anybody be there, it's Anderson Pass, you know. So tell us about that stuff. Jeez, that's a big deal. It's a lot more scenic to go by Mather anyway. Stay out of Refuge Valley. Everybody stay to the south and east of Fang Mountain.

I mean, what the heck? Tell us those things so we can have some idea of what we're doing here. We could -- I thought going north of the park road and out by Wyoming Hills, I thought that's great, we'll stay away -- we'll stay away from the park road. That's wrong, that's where people are.

Well, you wouldn't know that until finally someone says hey, that's where we have people -- backpackers. You go, okay, well, don't go there. So tell us that. And you can see the airplanes, we sure as heck can't see you. Tell us that stuff, and let's see if we can nail something down for next year. We'll try something.

Say, hey, how did it go? How was Glacier Creek this year? Great. Oh, good. All right. Pick the next one, pick the next two or three, whatever, and let's stay out of Stampede Trail, or whatever their names are in their e-mails a couple times. I've got renegade pilots that I've run off.

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Okay. Sorry. You can't suck your kits. They're going to surprise you with something.

So, you know, how many times can you stay to them don't do this. So we'll stay out of Stampede Trail. They don't want people riding up and down there. Yeah, I can understand that. The guy with the horse farm right there, all right, I'm sorry that sometimes the weather is bad, we'll try not to do it, we'll try to stay high.

Give us some idea and we'll give it a go. All right. There's lots of room out here, we'll try to make something happen. I'm going to tell you this again, Tom Friedman once said, everybody has to be willing, at some point, to be reasonably unhappy with the results. You're going to get something, but you -- we're going to try to keep it from -- to the point where you're pulling your hair out like Murray was.

Okay. So tell us what you want, we'll give it our best shot. Some things we're not going to agree on, but there will be areas where we will, and we'll keep working towards resolving this.

MS. RUST: And keeping in mind, you know, I think about some of the places we fly, there are thing -- and I think this is why this discussion is so important and getting into it a little further next time. There are times where we can make these decisions to we're not going to go here, we're not going to do that. And then weather changes and we need to

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be there because it's a safe thing to do, and we need to do that.

And so I think it would be nice if our discussion -- I think that that is the first step, is to talk about what we currently are doing. And I think there are going to be things that different operators are doing, and they're not -- you know, it may work for one operator. Who knows what it will work, but at least it will be out there on the table, and we can all then at least consider it. So.....

MS. GILBERT: Yeah, I think that is a good starting point.

MR. GEORGE: Well, so, Sally, following on Eric's suggestion, then, I think each of the groups ought to come up with whatever, you know, they view as their major concerns or problems that we think we can address through mitigation.

And actually, it would be nice to have -- it will be really nice to have that information enough before the next meeting to have had time to think about it and come prepared to talk about those things. In some cases it may be to ask for more clarification about what that issue is, but to the extent that we understand what it is already, take that into account in the things that we're thinking about.

MR. SASSARA: We could be galvanizing, and I want to hear the positive elements and start in that mode

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before we say this is the issue. You know, because then we'll be all focused on this.

MR. GEORGE: Yeah, yeah, there's a risk of that all right.

AUDIENCE MEMBER: How about the December meeting, people bring it, we discuss it. February meeting, we'll come up with mitigating.....

MR. SASSARA: Operational.....

AUDIENCE MEMBER: Yeah.

MR. SASSARA:results. What can we do for the season.

AUDIENCE MEMBER: Right. There you go, what can you do for the start of the season?

MR. SASSARA: You know, and then it would be -- it won't necessarily be the complete answer, but it will be what the 2009 season looks like. And that would be a really productive outcome for our group.

AUDIENCE MEMBER: It would be chance to have some progress prior to four years from now.

MR. SASSARA: Yeah.

AUDIENCE MEMBER: And it -- well, it's going to take too long. I mean, I'm sorry, I'm just not in that speed mode. But so and it will also give us some model, if that's the right word, of how we want to work on these things.

MR. SASSARA: And prototype it.

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AUDIENCE MEMBER: Maybe no giant overall, just a lot of little trials and see which one works best, how we measure -- God, I hate using these words -- how we measure the process. God, I said it. I'm not that kind of guy. How -- but be we could go back and say, hey, how did that work? Okay.

So and then we can kind of keep track of that and figure out which ones work, which ones don't, and why we have problems. And that -- we'll have something to show this time next year of how well this works.

MR. GEORGE: So are we saying come to the meeting, then, ready to talk about those? What are -- to take your point and not.....

MR. SASSARA: Well, we were -- the first part of the emphasis was what are the air taxis doing already?

MR. GEORGE: Right.

MR. SASSARA: Which is that information. And at -- because we have that out there, and then the transition between the two meetings is what can we do better. And then having decisions made in February about, you know, whatever limit there is of decision -- or actions that would come in for the next year. Is that some.....

MS. GILBERT: Which might end up getting further refined in April or -- April or something like that or whatever.

MR. SASSARA: Right. Right. But as a -- you

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know, that you're not going to necessarily complete everything, but there will be some actions out of it.

MR. GEORGE: Incremental progress.

MS. GILBERT: Yeah, right. Right.

MR. SASSARA: That we can point to and say, okay, well, we did that together.

MS. BALE: I don't know if we would want to do both of those things. I think maybe we'd want to have the air taxis' input at the next meeting and then do the round robin.....

MS. GILBERT: Yeah, that would be first.

MS. BALE:at the council, the one after.

MS. GILBERT: Yeah.

MR. SASSARA: Yeah, that's what we were talking about.

MR. GEORGE: Yeah, that -- okay. It sounds good.

MS. FRANKEVICH: To be a little clear on that, did we also want to bring ideas on, you know, these are our top areas to avoid, these are our problem areas?

AUDIENCE MEMBER: Yeah.

MS. RUST: I thought we were waiting until the next -- we were going to kind of process -- I -- maybe I'm misunderstanding.

AUDIENCE MEMBER: I want to hear what.....

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MS. GILBERT: Well, that.....

COUNCIL MEMBER: Don't you want to hear them both?

AUDIENCE MEMBER: I want to hear something at this next meeting. I want to know what to work on.

COUNCIL MEMBER: Yeah.

MS. GILBERT: Yeah, I mean, there's -- I've heard two different ideas. I mean, I think everybody agrees that we want to start with what's being done, and then -- you know, whether -- and I don't think that's going to fill up the whole -- that's not going to fill up the whole meeting. So I think we are going to have to start getting issues on the table.

MR. SASSARA: See what the targets are?

MS. GILBERT: Yeah.

AUDIENCE MEMBER: Yeah.

MS. GILBERT: And then -- and just start talking about them and refining what those are. I think it's going to take a lot of discussion about those issues to know what's really important. And then by the end of that discussion, then we'll have a better idea, or you guys will have a better idea of what.....

MR. SASSARA: Right.

MS. GILBERT:you're responding to. And then at the.....

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MR. SASSARA: February.

MS. GILBERT:February meeting, then that's, you know, where we start to try and focus in on.....

MR. SASSARA: Bringing them together.

MS. GILBERT:some of the experimental -- yeah, bringing them together. Yeah. So it's going to be -- it's going to involve both meetings in transition.

AUDIENCE MEMBER: Well, that could also, on the random -- you have random sampling points here. But you also have some specific ones, don't you? Don't you have ones where you -- you're going to put one here for -- see what's going on?

MR. WITHERS: Yeah.

AUDIENCE MEMBER: Okay. Maybe you could think about how you could put your things out in some of these areas we're talking about here. Okay?

MR. WITHERS: Yeah.

AUDIENCE MEMBER: It's just a thought that you could kind of tie a lot of things together here, and we can go, okay, so what did you think about Point A, and you say we're doing this, and you say, hey, the data looks like it was this and whatnot, and we'd have some basis, then, of saying what we're doing.

MR. ADEMA: I think the other thing we're open to is designing an experiment, if there's some experiment you guys want to try. But there's -- it's not always just putting

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a station out, but sometimes there's just designing it, a controlled experiment to see, you know, if you move this flight path, is it going to make this area flight or whatever.

AUDIENCE MEMBER: Yeah. Yeah.

MR. ADEMA: And we can do little things like that. I think the other thing to bring to that discussion would be a -- our sort of summary of all the places in the park we've measured and what the exceedances are in those places. So if there's places in the park that aren't a problem and places that are, you know, that's sort of out there. You know, the Park Service has one standard of manners, too, and it's the EIS standard. So just so that's in the conversation somewhere. And we can compile that before the next meeting, too.

AUDIENCE MEMBER: We looked at some of that information earlier, Guy.

MR. ADEMA: Yeah, it's been at meetings before. We put it in a little summary compilation map of the places where we've measured that were out in our own recommended policies.

MS. GILBERT: That would be helpful as a summary document, definitely.

MR. GEORGE: Are you saying you've measured, other than the points that we've seen already, or this is just.....

MR. ADEMA: No, you've seen it.

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MR. GEORGE:presenting that data?

MR. ADEMA: But we could give you those three maps to work from when you're talking about this, if you want to see it again.

MR. GEORGE: Okay.

MR. ADEMA: Just a printout.

MS. GILBERT: Okay. I think we have a game plan, and -- which is good because it's after 5:00. Anything else that we need to do today? I don't think so on that note.

MS. BALE: I have information.

MS. FRANKEVICH: (Indiscernible - simultaneous speech)

MS. GILBERT: Oh, assumptions. Yeah, I don't think we're going to be able to do it.

MS. FRANKEVICH: Okay.

MS. GILBERT: We're supposed to stop at 5:00 or close to it.

COUNCIL MEMBER: It's quarter after.

MS. GILBERT: Especially since some people are still going to be trying to drive to Anchorage tonight. Yeah.

MR. GEORGE: What, there's not a big dinner party tonight here?

MS. FRANKEVICH: That was my next point. Do we want a dinner meeting party tonight?

MR. GEORGE: Yeah.

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MS. GILBERT: You know, whatever everybody wants to do.

MR. GEORGE: Yeah, we -- why don't we talk about that the minute we've adjourned.

MS. FRANKEVICH: Okay.

MS. GILBERT: Yeah, okay. So are we going to defer on assumptions for right now again? So nothing's going to be -- we're not going to do anything with our assumptions document formally at this point?

MS. RUST: Can we address it next meeting?

MS. GILBERT: Well, if we don't do it now, we'll -- it will be on the agenda for the next meeting.

MS. RUST: Okay. I'd rather do it next meeting.

MS. GILBERT: Yeah. Okay.

MS. BALE: I have an information sharing point if anyone would like, has a computer or a data holder, I have the 15 meg Amanda Peacock thesis on this key. You can come and get it from me.

And then a question to Miriam. You know, all those PowerPoint presentations are high meg, generally, so they're really hard to post on a Web site or send through e-mail. Is it possible to burn a CD that contains every single presentation that's been brought forward, and then just mail that CD to council members, and then council members can share

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it with their constituencies?

But their constituencies or the public will know, the council members, each one has a CD with this, and then can come to their house and get it or bug them to get it.

You know, we could try to put them on the Web site, but my experience with that is that it's difficult to -- some computers don't download PowerPoint, they don't have PowerPoint software on the computer.

MS. GILBERT: Yeah, if you .pdf -- if you .pdf them, then they make much.....

MR. GEORGE: If you .pdf it first, then that makes it.....

MS. GILBERT:smaller files.

MR. GEORGE:smaller and more amenable.

MS. BALE: Yeah. Still, I would -- I kind of wonder how big.....

MS. VALENTINE: I'm going to have Jenny respond.....

MS. BALE: Okay.

MS. VALENTINE:since she's going to do the Web site.

AUDIENCE MEMBER: There's a way of making them smaller. So basically you can take all photos within a document and shrink them down. Typically it's the photos that make them gigantic. So you can make them Web friendly, and

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that typically shrinks them down considerably. Would that make.....

MS. BALE: So do you feel, like, from the standpoint of usability -- I mean, I know Amanda's is not going to be downloadable because it's 15 megs.

MR. GEORGE: Well, but that could be shrunk down a lot is what she's saying. There are ways to make that a whole lot smaller than it is.

MS. BALE: Yeah, maybe.

MR. GEORGE: And I'd say try that first. If that doesn't work, I'm sure they'll burn you a CD and send it to you. But that way it will be available to everybody on the Web without having to get in touch with a given person and.....

MS. BALE: Okay.

MR. GEORGE:do a bunch of.....

MS. BALE: Well, it's less work for Miriam.

MS. VALENTINE: There's also a fundamental as we want to share things on the Web. Like, the presentations absolutely need to include notes. If you don't expect people to go and read the transcript and look at photos. Like, you need to build your PowerPoint to include the key points, you know, the note function in PowerPoint?

MR. GEORGE: Uh-huh.

MS. GILBERT: The verbal part.

MS. VALENTINE: Right. So that -- otherwise

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people are just looking at really beautiful pictures or a graph, but with no explanation. So council members are going to have to build their presentations with the assumption they're going to be loaded on the Web, yeah. All right?

MR. ADEMA: Typically people are hesitant to put out too much data that's going to go on the Web that doesn't have adequate reference or a description with it. So I'm not sure about -- you know, .pdf'g is a lot safer than putting PowerPoints out. You know, just the way data sort of reiterates itself once it's up. I know people will be more hesitant in their presentations with how much data that -- or raw data they put out.

MS. GILBERT: Well, yeah, and proprietary photos or anything like that, if you do it as a .pdf unit, it's not so scary.

MR. ADEMA: The USGS won't do it until it's been published, and that takes a year after the data. They'll come present it, but they won't give it to you for a Web site until it's through their whole review process. So it's -- the Park Service isn't quite that way yet. We're supposed to be.

MR. GEORGE: But, you know, you're right, though, and I'm thinking of just the one presentation that showed some of the user data today, visitor data, which didn't say that it was north side only or -- I mean, you know, probably some of those things actually need some additional

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touch up.

Not necessarily a notes pages, because I'm afraid it would be lost there, but just touch up on the actual slide itself to qualify it well enough that somebody could look at that and get the story without missing -- or misinterpreting by thinking they've got for all of Denali Park and it's really only north side visitors or something, so.....

MS. VALENTINE: So we're going to make it the presenter's responsibility to add clarifications?

MR. GEORGE: I think we need to, because I don't think anybody else can do it, frankly.

MS. VALENTINE: Right, but they do the subject matter and put it on there.

MR. GEORGE: Yep.

MS. VALENTINE: Okay.

MR. ADEMA: Can I suggest the presenters maybe have an opportunity to put a one-page summary in there or something?

MR. GEORGE: Yeah, and that.....

MR. ADEMA: I think this doesn't really -- you won't get presenters doing it, or else they'll water down their presentations if they know they have to do stuff like that. But a lot of times they could do a summary of their presentation in a one-page or two summary pages or something.

MS. BALE: Or an outline.

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MR. GEORGE: And that's fine. Yeah, in whatever form it takes place.

MS. GILBERT: A summary in lieu of the formal.

MR. GEORGE: Yep.

MR. ADEMA: In lieu of the formal thing. Just something to allow you to cover some of these.

MR. GEORGE: Yeah, yeah, and whatever form, just so that it is a bit of a package.

MR. ADEMA: Because to fully note an entire presentation. You know, you'll get people less willing to do presentations.

AUDIENCE MEMBER: Then we won't have any (inaudible).

MR. ADEMA: Right.

MS. FRANKEVICH: So what we're saying is you want an outline form, like no pictures, just kind of an outline, major points?

MR. ADEMA: It could be an abstracted figure.

MS. GILBERT: Well, it could be the whole thing if it's okay. I mean. But if there's any problems, then a summary is a back -- is a -- you can do a summary instead.

MS. FRANKEVICH: So we are doing the .pdf's of the PowerPoints if we want.

MS. GILBERT: (Nods head)

MS. FRANKEVICH: Oh, Okay.

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MS. GILBERT: You allocate -- you know, Adriene's and mine, we can easily do a .pdf of that.

MS. FRANKEVICH: Do the notes section show up on that, then, if you did it as a .pdf?

MS. GILBERT: No, they have to be entered -- I mean, they were done separately, so -- but it wouldn't be hard to cut and paste, you know, the -- because we've got them set up as notes. They're just set up in a document, and just go -- you know, click it in. So.....

Okay. Anything else? I think we're done. Okay. You're adjourning at whatever, 5:00.....

MR. ANDERSON: Before we do, can I make some remarks.

MS. GILBERT: Whoops. Closing comments.

MR. ANDERSON: So I want to thank everybody for being here and taking time out of your busy schedules to be a part of this advisory meeting. It's really important to the park when we put a lot of time and effort into making it what it is, and I'm really pleased -- how to put this in the right way.

I'm really pleased with what I see happening, as opposed to I'm really pleased with the progress we're making. I think we're doing the right thing by going slow. But I've got a lot of confidence that the group is going to really truly serve its purpose well.

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And also to thank everybody else for being here, to participate, keep everybody honest, provide information, answer questions, and raise questions as we go along. That's an important part of the process as we've talked about in the past, and so I hope that will continue.

But anyway, so I'm -- thank you all for the time and effort that you're putting into this. It is important, it's an important job, and it will be important to people down the road as well as the people today.

Just for those that I didn't mention it to earlier, tomorrow night at 7:30 here, I think in this room, if I'm not mistaken, the scientists who are managing the road capacity studies for visitor perceptions of quality -- of quality experience for effects of vehicle traffic on wildlife and -- one of the groups is putting together a model to model all this data similar to the FAA model that we saw today.

So if you have the ability to come to this meeting, it may be an opportunity to extrapolate a little from what they're doing as to what's possible here and how we might move forward in the process as we go. I'm sure many of you are going to be going somewhere else tomorrow, but that's okay. If anybody has that opportunity, you're more than welcome. We encourage you to come.

MS. GILBERT: Do you have a question?

AUDIENCE MEMBER: Could you set up a video

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conference? Could you set up a video thing for it so.....

MR. ANDERSON: I don't know. I'm not sure.

AUDIENCE MEMBER:people -- I mean, it would be short notice, but (indiscernible - simultaneous speech).

MR. ANDERSON: I don't know. Let me ask and I'll see.

AUDIENCE MEMBER: Would you bring up my suggestion about the marshmallows out the window and see (indiscernible - simultaneous speech)?

MR. ANDERSON: Yeah, I'd like that.

(Laughter)

MS. GILBERT: They have to be beige marshmallows.

MS. BALE: Sally, I have a -- you know, we've been so busy -- or so -- providing so many opportunities for, you know, impromptu public comment that we really -- I don't know if we -- did we offer formal public comment? Because I know there's somebody that.....

MS. GILBERT: Oh.

MS. BALE:that wants to read a letter.

MS. GILBERT: Okay. No, we didn't, and we should have, even though it's been a very participatory meeting.

MS. BALE: Very much so.

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MS. GILBERT: But, yeah, if you're aware of a specific -- yeah, do we have a -- is there a specific public comment? Oh, right here. Oh, that's right.

AUDIENCE MEMBER: It's actually not me.

MS. GILBERT: Yeah, okay. So go ahead.

AUDIENCE MEMBER: I'm actually the community organizer for Denali Citizens Council, and last night was e-mailed a comment from one of our members. And I told him that since he couldn't be here, I would be happy to read it to you, and I do have it writing, so you can have that, too.....

MS. GILBERT: Okay. Go ahead.

AUDIENCE MEMBER:for your records.

"Hello, DCC. Thanks for the e-mail about the Denali overflights meeting.

"I'm unable to attend the meetings, but I wanted to bring an issue to the table through DCC. Namely overflights in the Wonder Lake/Kantishna area.

"I just spent two weeks at my cabin above Moose Creek near Camp Denali. During the past couple of summer visits, I've noticed an increase in engine/motor noises (shuttle busses, lodge busses, brush cutters, aircraft). During this visit I kept a rough daily log of engine and motor sound events.

"The majority of these sound events were single-engine aircraft operating from Kantishna, and flights

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arriving and departing along the Moose Creek corridor. The sightseeing tours produce the longest engine durations: audible for about five minutes as they climbed full throttle towards the mountains. On a clear day, the engine sound even count was up as high as 21 per day -- on cloudier days it dropped to a low of 5. On average, there were 14 sound events per day over the two-week period.

"This might sound like a low number relative to other areas of the park; however, it's a tremendous increase from summers not too long ago when hearing a motor vehicle or airplane was a head-turning event -- often just once per day, if that.

"Solutions might involve flight paths avoiding Moose Creek: instead arriving and departing the area north of the Kantishna Hills. It would also help if sightseeing flights avoided returns to Kantishna via a Wonder Lake overflight.

"The symphony of quiet is both a tremendous natural asset and a great source of pleasure when visiting Wonder Lake and the ridges of Kantishna. I bring this issue to your attention because I fear that engine noise (of aircraft in particular) is incrementally usurping the natural quiet of the West End. Denali National Park and Preserve has done a tremendous job of protecting the pristine visual quality of the Wonder Lake/Kantishna area. I fear that without future oversight of soundscape pollution, the visitor's experience

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will be greatly diminished.

MS. GILBERT: Okay. Thank you.

AUDIENCE MEMBER: And that's from one of our members. And I'm not sure which one of you to give this to. You can have that.

MS. GILBERT: Probably give it to the transcriber. The one thing I appreciate about that comment is it's -- it wasn't just a don't go here, don't go here. There was actually a constructive suggestion for an alternative.

AUDIENCE MEMBER: He did have something, yeah, constructive.

MS. GILBERT: And that's helpful. Thank you.

Anything -- any other formal public comments of that type of thing? Okay. Can we adjourn now?

MR. GEORGE: Move to adjourn.

MS. GILBERT: Okay. 5:30. Thank you.

(END OF PROCEEDINGS)

* * * *

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C E R T I F I C A T E

UNITED STATES OF AMERICA)
) ss.
STATE OF ALASKA)

I, **Crystal D. Scotti**, Notary Public in and for the State of Alaska, residing at North Pole, Alaska, and electronic reporter for Liz D'Amour & Associates, Inc., do hereby certify:

That the annexed and foregoing Meeting of the Denali National Park and Preserve Aircraft Overflights Advisory Council was taken before me on the **8th day of September 2008**, beginning at the hour of **10:00 a.m.**, at the **Murie Science and Learning Center Dining Hall, Mile 1.5 of the Denali Park Road, Denali, Alaska**, pursuant to Notice to take the meeting;

That this meeting, as heretofore annexed, is a true and correct transcription of the meeting, taken by me and thereafter transcribed by me;

That the original of this meeting has been lodged in a sealed envelope with the member requesting transcription of same, as required by Civil Rule 30(f)(1) amended, that being Ms. Miriam Valentine, Denali Planning, Talkeetna Ranger Station, P.O. Box 588, Talkeetna, Alaska 99676;

That I am not a relative or employee or attorney or counsel of any of the parties, nor am I financially interested in this action.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my seal this **30th day of October 2008**.

Crystal D. Scotti
Notary Public in and for Alaska
My Commission Expires: 9/15/2010

S E A L

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