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DENALI NATIONAL PARK AND PRESERVE
AIRCRAFT OVERFLIGHTS ADVISORY COUNCIL
TRANSCRIPT OF ADVISORY COUNCIL MEETING

Fairbanks, Alaska
April 7, 2009
9:00 o'clock a.m.

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P R O C E E D I N G S

1 MIRIAM VALENTINE: Okay. We're going to call to order.
2 So it's 9:15 and if we'll just go around the room and if you
3 want to say -- or I can just do this. So Jim is here present
4 representing FAA. Yeah, we'll go -- Tom?
5 TOM GEORGE: Yeah, why don't we do that. That
6 way your voices go along with it.
7 MIRIAM VALENTINE: Okay.
8 TOM GEORGE: Tom George, general aviation,
9 Aircraft Owners and Pilots Association.
10 SCOTT BABOS: Lieutenant Colonel Scott Babos,
11 air force representative to the FAA.
12 NAN EAGLESON: Nan Eagleson, Backcountry Users.
13 SUSANNE RUST: Susanne Rust, south side
14 concessionaires.
15 JOAN FRANKENVICH: Joan Frankenvich with
16 National Parks Conservation Association representing statewide
17 and nationwide environmental organizations.
18 THE CHAIR: Sally Gilbert, State of Alaska.
19 ERIKA BENNETT: Erika Bennett, other commercial
20 aviation interests.
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22 MIRIAM VALENTINE: I'm Miriam Valentine. I'm
23 the designated federal officer for the group.

24 PAUL ANDERSON: Paul Anderson, superintendent
25 for Denali National Park and Preserve.

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1 BRIAN OKONEK: Brian Okonek representing
2 landowners.

3 CHARLIE SASSARA: Charlie Sassara representing
4 climbers and backcountry skiers.

5 TIM CUDNEY: Tim Cudney representing
6 nonconsession holders, north side.

7 NANCY BALE: Nancy Bale, Denali Citizens
8 Council, representing local environmental community.

9 MIRIAM VALENTINE: Great. So we have a quorum,
10 and if we could go around now into the audience and if you
11 would just like to introduce yourself.

12 GREG JOHNSON: I'm CW4 Greg Johnson. I'm the
13 USARAK aviation officer, and I'll be talking the U.S. Army
14 piece this morning, into the Denali Park.

15 DUANE THOMAS: CW4 Duane Thomas. I've been
16 inserting the camps for the National Park Service for the past
17 10 years.

18 GUY ADAMS: Guy Adams. I'm a manager at Denali
19 National Park.

20 JARED WITHERS: Jared Withers, Soundscape Study
21 at Denali National Park.

22 JOE VAN HORN: Joe Van Horn, wilderness manager
23 at Denali National Park.

24 STAN LEAPHART: Stan Leaphart. I'm with the
25 State of Alaska Citizens Advisory Commission on federal areas.

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1 DAVE WORRELL: Dave Worrell with the Alaska
2 Travel Industry Association.

3 MIRIAM VALENTINE: And, Randy, if you'd like to
4 introduce yourself in Talkeetna.

5 RANDY KILBURN: Randy Kilburn, K2 Aviation
6 Company.

7 MIRIAM VALENTINE: Great. Okay, Paul?

8 PAUL ANDERSON: Well, welcome everybody and
9 thank you for taking time out of your busy schedules to be here
10 to help represent the various groups on this federal advisory
11 committee to hopefully promote safety and enjoyment and
12 preservation of critical resources in Denali National Park into
13 the future.

14 I want to thank Greg Dudgeon, who is the
15 superintendent here at Gates of the Arctic National Park and
16 Yukon Charlie National Preserve, whose staff occupies this
17 building and who graciously loaned us this conference room and
18 facilities for the day, and to his staff that's helping us
19 facilitate this meeting and keeping us connected to Randy in
20 Talkeetna. And I'm sure if there are any questions that
21 anybody has, in particular any special needs, if we let the
22 Park staff know through Miriam, we'll try and take care of it.

23 I think everybody knows -- well, I won't assume

24 that. If anybody needs to know where the bathroom is, it's
25 down this hall, out the door, straight down the hall and the
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1 first doors on your right. And the coffee room is the second
2 door on your right. As long as you don't go in the mens room
3 on the way to the coffee room, you're okay.

4 And, of course, the way we came in is the main
5 way out of the building and I'm not sure if there's a back door
6 here. There's a back stairway. Okay.

7 GUY ADAMS: There's exits and stairs at both
8 ends.

9 PAUL ANDERSON: Okay. Did everybody get that?
10 Stairways and exits on both ends of the building. Okay. Any
11 other questions on this setting and administrative matters?
12 Great.

13 So this is our fifth meeting. Is that right?
14 Fifth meeting of the group and there's been a lot of
15 information that's changed hands during this time, and I'm
16 hoping -- I guess my goals for this meeting are that we're able
17 to take that information and put it to good use in terms of
18 trying to begin to come to some recommendations that might be
19 implementable here, at least on a trial basis for moving our
20 mission forward.

21 There's been a lot of conversation over the
22 past year and a half about the soundscape standards that are
23 identified and, what would you say, institutionalized in the
24 Backcountry Management Plan for Denali and whether or not those
25 standards are, quote, correct or whatever term you want to
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1 apply to them.

2 And in the interest of moving everyone forward
3 and not spending a lot of time reinventing things, I just want
4 to make sure everybody goes back to the mission and charter of
5 this group, of Aircraft Overflights Advisory Group, and that is
6 to make recommendations for voluntary measures, to meet the
7 desired future conditions that were laid out in the Backcountry
8 Management Plan.

9 The desired future conditions in the
10 Backcountry Management Plan in terms of soundscapes, as well as
11 the other conditions that are laid out there are, in a sense,
12 or to put them into perspective, are goals to accomplish over
13 the years and over the life of that plan. They're not
14 necessarily the standard that we are able to meet today. We
15 may not be able to meet it next week, even next year. In some
16 cases, perhaps as hard as we work together, we may not be able
17 to meet all of those standards in total.

18 The point of it is, though, is that they are a
19 target. They are something that we need to focus our efforts
20 in this group on finding ways or identifying ways that we can
21 change the way we do business over the Park; to try to reach
22 those goals in future years.

23 It's not a beneficial use of our time here to
24 argue about whether the standards are appropriate or even
25 whether they're imminently achievable, because that's not

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1 within our purview to change in this group. So I think the
2 more we can focus on, okay, given what we have to work with,
3 where do we want to go in a voluntary consensus-based approach?
4 Where can we go? Where do we want to go to make a difference,
5 to begin to make a difference in this whole issue?

6 And I think, you know, the last meeting in
7 Anchorage we had some really good ideas that came to the table
8 and the group came up with some strategies I think that will
9 move us forward as we go down the road in terms of coming up
10 with those recommendations or some recommendations that we can
11 implement. So I'm encouraged by that and I encourage you to
12 continue on in that direction.

13 There's a lot of concern that I sense sitting
14 in the meeting and talking to individuals outside the meeting
15 that something might happen in this group that's against my
16 interest, whoever I am. And I guess the thing that I would put
17 out regarding that is that our intent is for this group, to
18 recommend as a group, voluntary, not regulatory, not statutory,
19 but voluntary measures that we will take. Because we, the
20 people sitting here, some of us at least are the people that
21 will be taking them and we represent the people that will be
22 taking them.

23 We don't meet our goal or our mission in this
24 group when we put forward a recommendation that people won't
25 implement. It doesn't work. We've missed our mission if we do

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1 that.

2 So as much difficulty as we might have in
3 achieving consensus about what we're going to do, it's
4 absolutely imperative that we do. And there should be nobody
5 at this table who is fearful that somebody else is going to
6 override their interest. Because that then, too, would be
7 defeating the mission and purpose of this advisory group.

8 So given all of that, we're all on an even
9 playing field; we all have similar interests, similar goals in
10 mind, and different ways to get there. And it seems to me that
11 this group really can take those things and the experience and
12 the creative power that sits within this room and within the
13 people that we represent and bring them to bear, to make things
14 happen in a positive way for the future of aviation and the
15 soundscape in Denali National Park.

16 So thank you for your time and effort and I
17 look forward to what I hear in the conversations that we'll
18 have today.

19 THE CHAIR: Okay. So I guess it's the Chair's
20 turn here. I just want to acknowledge that we, in fact, have
21 all of our members here. Is that right?

22 MIRIAM VALENTINE: Yes.

23 THE CHAIR: Yeah. Okay. That's -- good job.
24 I want to encourage everybody next time they get a chance to
25 get a name tag, just -- you don't have to do all the fancy

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1 stuff. Just like first name, for people like me and others

2 that get a brain freeze talking to people that they've already
3 met, that they're supposed to know -- anyway. And I wanted to
4 review the video-teleconferencing kind of guidelines, sort of
5 etiquette for dealing with this type of meeting when we're
6 teleconferenced with another site.

7 Just real quickly, we just need to remember
8 that it's not just us; that Randy and perhaps others in
9 Talkeetna will -- you know, are part of this meeting and we
10 just need to kind of keep that in mind. For me, as Chair,
11 that's important for when we get to public comment periods or,
12 you know, if I open it up to sort of mini question and answer
13 periods for non-counsel members, that I'll need to make sure
14 that Talkeetna is invited into that. And, Randy, if I mess up,
15 wave your hands. Got that? And so that we can make sure that
16 you get a chance to speak at the appropriate times.

17 With this format, it is going to be especially
18 important to maintain the discussion amongst the counsel
19 members and at the prescribed times we'll have, you know, input
20 from others as needed and as invited.

21 Make sure that you're not rustling papers
22 around too much because these mikes are sensitive and
23 definitely avoid side conversations because those get picked up
24 and muddy the air. So we'll try and make an effort to have one
25 person speaking at a time. We've been pretty good about that

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1 so far, so that's good. You know, always.....

2 JENNI BURR: Can I point one thing out? So
3 everybody knows, these discs above you are the microphones and
4 then the two cameras are up on the wall. But just so you're
5 aware of.....

6 THE CHAIR: Okay. So what are these things?

7 COURT REPORTER: They feed into this. They
8 feed into my.....

9 ERIKA BENNETT: Court reporter.

10 THE CHAIR: Oh, that's for you. Okay. Great.
11 Okay. That's good to know. Okay, great. Okay. So those are
12 the -- okay. Got it. Okay. Thank you. And just again not to
13 talk too fast. Make sure we've got some spaces between
14 talking, especially if you're going back and forth between
15 sites so we're not running over each other. So name tags,
16 video stuff.

17 I'm going to try and stay on the agenda as much
18 as possible, so if we have scheduled presentations we'll try
19 and schedule them at that time for, you know, people that are
20 coming in to hear something in particular and then need to
21 leave.

22 So we'll just kind of work our discussions
23 around those things, so we can try and stay on track as much as
24 possible. Same with the public comment periods. We'll try and
25 get the -- keep those on schedule as much as possible.

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1 In terms of my expectations for this meeting, I
2 was thinking about this: that, number one, I want us to try and
3 get closure on that assumptions document that we worked on the

4 last meeting, the last like three meetings. I want to try and
5 get closure on that and we can get copies made if you didn't
6 bring yours, which I think probably most people didn't since
7 there were a few people that missed it last time. So I want to
8 get closure on that.

9 And I would hope that we have some -- that we
10 can come up with some kind of recommendation having to do with
11 this season, this coming field season. However small, I think
12 it would be good for us to set some kind of a goal, that we
13 recommend something. I have no idea what that is. And I have
14 no clue what the working group did in this last month or so.
15 I've been out of town a lot so I'm kind of out of touch in some
16 ways. But I hope that we can do some kind of recommendation
17 and that it would be nice to tie it to monitoring so that we
18 can do something that we can test out this summer.

19 So whatever recommendations that we do, I think
20 it's helpful to think of them as temporary, as, you know, let's
21 try something out and then arrange the monitoring to be able to
22 see how that works so that we have some measures about that,
23 and to not get hung up about, you know, long-term, you know,
24 five years to twenty-year out recommendations, but just to
25 start to test the waters. You know, just something we can try

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1 and then figure out how to measure it with the sound monitoring
2 and other measuring devices, not just sound monitoring.

3 So that's my kind of hope for this meeting, as
4 an objective for the meeting. And, you know, if we make it,
5 that'd be great. You know, if we can't do it, you know, that's
6 okay, too, but I hope we can do something.

7 And, finally, I think in terms of our meeting
8 documentation, the meeting summaries that we've been developing
9 are nice, but they are a lot of work to develop and get
10 reviewed. And I think that what would be more important from
11 my standpoint would be to have a -- rather than a meeting
12 summary, a list of decisions that we make, whether that's
13 administrative or substantive, but just whenever we make a
14 decision to -- of whatever type, a recommendation, that we note
15 that. And then I will try and be aware of when we do that.
16 Because sometimes we can do that and not even -- and don't
17 really acknowledge it amongst ourselves.

18 So if you all could help me do that, like, oh,
19 hey, we just made a decision about something or a finding or
20 something that we all kind of concurred with. Let's note that
21 for the record and so instead of having a meeting summary,
22 we'll have this list of accomplishments or whatever you want to
23 call it, recommendations or decisions. Does that sound good?
24 Okay. Great. Let's do that. That's a decision.

25 And I think that was it for my sort of starting

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1 point, welcoming remarks, I guess. Does everybody have an
2 agenda? Okay. Any thoughts about the agenda? Any comments?
3 Anything to get changed? Somewhere in there, I want to work on
4 the assumptions document. Probably later on this morning,
5 perhaps. Tom?

6 TOM GEORGE: Sally, I'd just suggest that maybe
7 you move that sound-sensitive area presentation ahead of the
8 work group since actually the -- we used the one on the other
9 and rather than talk about it twice, have Joan explain that
10 first and then we can talk about how we used it in the working
11 group meeting. I think that would just keep us moving faster.

12 THE CHAIR: Okay. I think that sounds good.
13 Anything else? Okay. So I think we've got our agenda; it's
14 in good shape. Oh, and, Tim, did you need to leave at 3:45?

15 TIM CUDNEY: Correct.

16 THE CHAIR: Okay. I think you may be the only
17 one that needs to leave early and I'm predicting.....

18 JIM EDWARDS: No. Oh, no, he's not.

19 THE CHAIR: No? Oh, okay. Well, that's a good
20 question. So who else needs to leave before 5:00?

21 SCOTT BABOS: I think I need to.

22 THE CHAIR: Okay.

23 SCOTT BABOS: 4:00 o'clock.

24 THE CHAIR: 4:00 o'clock.

25 TIM CUDNEY: And I'm blaming the volcano. From
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1 last week, I'm running behind. Not from tomorrow, the next
2 day.

3 THE CHAIR: Yeah.

4 TIM CUDNEY: But last week.

5 THE CHAIR: Okay. Well, I guess we'll have to
6 see how it goes. I don't really want to stop the meeting, you
7 know, after people have left, but it will change things if we
8 lose members. So when we get to that point, we'll have to
9 reevaluate how we're going to proceed since we need to take
10 maximum advantage of our time. Nancy?

11 NANCY BALE: Suggestion, Sally. There's a 3:30
12 p.m. agency and public comment. We could try to push --
13 continue discussion of counsel members ahead of that to the
14 degree that we can still involve these guys who have to leave.

15 THE CHAIR: Uh-huh.

16 NANCY BALE: So we could lengthen that
17 discussion. But you need to leave at 3:45, Tim?

18 TIM CUDNEY: Well, the 5:00 o'clock flight.
19 Whatever it takes to get there. It's no.....

20 NANCY BALE: Oh. Oh, okay.

21 TIM CUDNEY: It's not that big -- I mean, even
22 if I left at.....

23 NANCY BALE: So we still have 45 minutes of
24 discussion.....

25 TIM CUDNEY: Yeah, we should be okay. Yeah.

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1 NANCY BALE:if we just keep going till
2 people have to start leaving.

3 THE CHAIR: Yeah, okay. So just hold the
4 agency and public comment until after those that have to leave,
5 need to leave. Okay. Okay.

6 JOAN FRANKENVICH: And this is probably
7 obvious, but we should set the time and place of the next

8 meeting.

9 THE CHAIR: Yeah, we'll definitely need to move
10 that up. Yeah. Okay. So maybe let's do that at like 3:30.
11 Okay. Anything else on the agenda?

12 NANCY BALE: We could make lunch a little
13 shorter. Are we having to go away for lunch?

14 MIRIAM VALENTINE: Yes.

15 NANCY BALE: Oh, well, maybe we can't then.

16 THE CHAIR: Okay. So with that, I think we're
17 on to member reports. And we're only a couple minutes behind
18 schedule, which is okay. So, Scott, you've got the floor.

19 SCOTT BABOS: Appreciate it. We're doing
20 military operations kind of a little bit more in detail than
21 what we've done in the past. I've very smartly brought two of
22 the United States Army's finest with me, and they're going to
23 get up and give you probably a quick little 10-minute
24 presentation on army operations in Denali National Park. And
25 Warrant Officer Thomas has been flying there, I guess, for over
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1 10 years, so he knows a lot more about it than I do.

2 And following that, we'll maybe have a couple
3 questions, if you have some for them, and then I'm going to
4 give a quick little 10-minute brief on air force flying and the
5 jets that are flying in the Susitna MOA that overlies Denali
6 National Park and then talk a little bit about the noise
7 complaint program the military has set up so that when you see
8 an issue with sound from a military jet, how we respond to it,
9 and what type of numbers we're talking about.

10 So we'll let the army go first here.

11 GREG JOHNSON: First of all, I'd like to say
12 thanks for letting us come in and do the briefing this morning.
13 As we go through this, I'd ask you to -- if you have questions
14 as I'm going, if you can hold them until I finish the
15 presentation, let's do that. If it's something you really need
16 to cover at the time, please interrupt me.

17 As I said earlier, I am CW4 Greg Johnson. I am
18 the deputy USARAK aviation officer. Basically, what I'm
19 looking at and in charge of is the aviation operations that we
20 do here in the State of Alaska from the U.S. Army perspective.
21 CW4 Thomas, my brigade standardization counterpart, he works
22 here at Fort Wainwright in Task Force 49. We're having
23 technical difficulties; bear with us.

24 TOM GEORGE: We lost you, Randy.

25 THE CHAIR: So are you doing like -- are you
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1 going to have like a Power Point type thing and the.....

2 GREG JOHNSON: Yes, ma'am.

3 THE CHAIR: Okay. And that that will go to
4 Talkeetna?

5 MIRIAM VALENTINE: They'll be able to see it.

6 THE CHAIR: They'll be able to see it?

7 MIRIAM VALENTINE: Right.

8 TOM GEORGE: See it broadcast from here or they
9 have a copy there they can follow? Because that's two

10 different.....

11 MIRIAM VALENTINE: It'll be a broadcast from
12 here.

13 TOM GEORGE: Oh. Oh, good.

14 GREG JOHNSON: Any questions of me from the
15 army perspective?

16 NANCY BALE: Sir, where do you keep your
17 planes? Do you keep them on air force bases or on army bases?

18 GREG JOHNSON: We keep our helicopters here on
19 army property here at Fort Wainwright.

20 NANCY BALE: And other -- you have other planes
21 and.....

22 GREG JOHNSON: We have a few airplanes that we
23 keep down on the air force base down at Elmendorf. The
24 majority of what we have in this area is all rotary plane; that
25 is that land on the airfield.

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1 NANCY BALE: Would I recognize the planes you
2 keep down in Anchorage? Are they a particular type? Are they
3 fighters? Are they cargo? Are they.....

4 GREG JOHNSON: Oh, no. We have very small
5 personnel planes. We have C12s, or King Airs, and we a UC35
6 which is a Cessna Citation. Sir?

7 CHARLIE SASSARA: Yes. This is Charlie. Are
8 you guys being redeployed back or returning back from the
9 overseas deployments and the more assets coming back to the
10 state? Is that what -- is it happening?

11 GREG JOHNSON: That's -- really, that's a
12 million dollar question, and I wish I had an answer to that.

13 CHARLIE SASSARA: Because initially the
14 Chinooks went to overseas.....

15 GREG JOHNSON: Right.

16 CHARLIE SASSARA:and now they're back?

17 GREG JOHNSON: They are back.

18 CHARLIE SASSARA: They're back?

19 GREG JOHNSON: And we do have Black Hawks,
20 which we have currently deployed overseas.

21 CHARLIE SASSARA: Uh-huh.

22 GREG JOHNSON: They will be returning back into
23 Wainwright. As far as a build-up is concerned, above what you
24 saw here a year ago, I can't answer that question.

25 CHARLIE SASSARA: But you're providing support

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1 to the National Park Service and putting in the camp, right?

2 GREG JOHNSON: We do. That is correct.

3 CHARLIE SASSARA: And so is it at 14 and at 7
4 that you're putting in the.....

5 GREG JOHNSON: That is correct.

6 CHARLIE SASSARA: Yeah.

7 DUANE THOMAS: Yes. That was just completed
8 yesterday.

9 GREG JOHNSON: The low base and the high base
10 camp site?

11 CHARLIE SASSARA: Yeah.

12 GREG JOHNSON: Right.

13 SCOTT BABOS: What's the total number of
14 Chinooks you have up here in the State of Alaska?

15 GREG JOHNSON: Right now we have eight.

16 CHARLIE SASSARA: What I was wondering about
17 was, you know, your -- how much ability of you guys to do more,
18 you know, because there were -- years ago, there were -- the
19 army was used in some of the rescue operations a long, long
20 time ago. And so whether or not there was any discussion about
21 that.

22 DUANE THOMAS: Our primary purpose and
23 agreements with the National Park Service right now cover our
24 insertion of the camp in lieu of our opportunity to train
25 within the park.

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1 CHARLIE SASSARA: Right, right.

2 DUANE THOMAS: And that's the primary purpose.

3 We are a facility that can be turned to for rescue operations
4 if the civilian agencies are not available to do so.

5 CHARLIE SASSARA: I gotcha.

6 DUANE THOMAS: And so that's about our role
7 right now.

8 GREG JOHNSON: Hopefully, we'll get these
9 technical difficulties worked out here. Okay. For some reason
10 this screen is coming up a little blurred. I don't know if you
11 guys can all see that.

12 Basically, what we have on the screen right
13 here is our typical road that we follow to get into the high-
14 altitude training on an annual basis. And for those of you who
15 can't see it, essentially, we started out this past year in
16 December. We sat down and put a plan together and then we
17 started moving forward. And just the milestones that we
18 reached through here, and I'll hit a couple of high points: we
19 received command approval in December/January.

20 We continued in that time frame up through the
21 January/February time frame where we began to send some of our
22 folks who are going to do this training, down to the high
23 altitude or the altitude chamber so that they can go through
24 the oxygen familiarization and that sort of thing.

25 As we continue from that point, we move into

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1 the March time frame where we complete academic training and
2 then we start moving toward the Park toward the end of March,
3 beginning of April time frame. We have just completed that
4 mission that we had at Talkeetna. The aircraft returned to
5 home station this morning from doing the Park camp insertions.
6 Any questions on that? Okay. Yes, ma'am?

7 JOAN FRANKENVICH: So how many loads and how
8 many trips does it take to set up the camps?

9 GREG JOHNSON: It varies each year, and I'll
10 show you. One of the slides that we have later on will
11 actually talk about the amount of cargo that we move.

12 JOAN FRANKENVICH: Okay.

13 GREG JOHNSON: Okay. Anything else you want to

14 cover?

15 DUANE THOMAS: No. The primary -- as you look,
16 the white boxed areas are primary -- the times that we're at
17 the Park. They kind of break out -- it's hard to see and it's
18 hard to read, but the ones -- the kind of beige boxes to there
19 to the right are -- that's the train-up. It's about a 14-day
20 period that we train. At the end of that, we go ahead and
21 perform our functions for the National Park Service by
22 inserting their equipment at the 7,000 foot and 14,000 foot
23 base camps.

24 THE CHAIR: And does that also essentially
25 serve as training for any kind of summer rescue backup type

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1 stuff?

2 DUANE THOMAS: The purpose is to train the
3 crews who would be doing that, if we were called upon, yes,
4 ma'am.

5 THE CHAIR: Okay.

6 GREG JOHNSON: The slide we have on the board
7 now basically talks about our agreements that we have with the
8 National Park Service. These agreements are between the United
9 States Army Alaska and the National Park Service. And I'll
10 give you guys a moment to read through that. Can everybody see
11 the screen okay?

12 THE CHAIR: Uh-huh.

13 GREG JOHNSON: For interest to us and the army,
14 starting right down in this area here, these are the things
15 that we're actually providing back to the users, the public.

16 CHARLIE SASSARA: What does the number 2 mean
17 in "provide flight hours as available"? Like is there a rough
18 number of what's available or is it just when it's not used?

19 GREG JOHNSON: That actually will vary slightly
20 year to year, depending on what our budget is.

21 CHARLIE SASSARA: Uh-huh.

22 GREG JOHNSON: To give you an idea, the current
23 cost of a CH-47 hour is running about \$11,000 an hour. We get
24 funded on an annual basis for our flying hour program.

25 Obviously, if we get cut in our flying hour funding, then we
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1 have to make concessions somewhere, the key being being
2 prepared for combat operations. So we kind of balance that
3 out.

4 To date, we have not had issues with flying
5 hours. I say that tongue-in-cheek.

6 CHARLIE SASSARA: So is there -- can you give
7 me a range of the numbers?

8 TOM GEORGE: A number of hours in a year?

9 CHARLIE SASSARA: Yeah.

10 TOM GEORGE: Roughly?

11 GREG JOHNSON: I've got a slide that actually
12 shows.....

13 TOM GEORGE: Okay.

14 GREG JOHNSON:what we devote to.....

15 CHARLIE SASSARA: Okay.

16 GREG JOHNSON:this particular mission.
17 CHARLIE SASSARA: I gotcha.
18 GREG JOHNSON: On an annual basis, we'll fly
19 somewhere in the neighborhood of twenty-five to twenty-eight
20 hundred hours of CH-47 time.
21 CHARLIE SASSARA: Total or in this.....
22 TOM GEORGE: Total in the state.
23 GREG JOHNSON: Total for an annual period.
24 CHARLIE SASSARA: Okay. Right.
25 JIM EDWARDS: But that's not in support of this

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1 mission.
2 GREG JOHNSON: No. Like I said, I'll show you
3 a slide a little bit later on that shows exactly what we have
4 expended from historical data in inputting the camps.
5 JIM EDWARDS: Your motivation for participating
6 in these Park inserts and extractions is to train your crews in
7 high altitude.
8 GREG JOHNSON: Absolutely.
9 JIM EDWARDS: But you only do this once a year.
10 GREG JOHNSON: Actually, we do an insertion and
11 then we do the extraction.
12 JIM EDWARDS: Right. Now, you only do this
13 once a year.
14 GREG JOHNSON: Correct.
15 JIM EDWARDS: You don't keep your crews current
16 on a quarterly basis or some sort of.....
17 GREG JOHNSON: We don't.
18 JIM EDWARDS: That's a very minimal program.
19 Doesn't that create safety concerns?
20 DUANE THOMAS: The climbing period on the
21 mountain, which we would be associated with ends July, mid
22 July.
23 JIM EDWARDS: That's not my question. My
24 question is, if you're not running these kind of operations
25 year-round, aren't you worried about proficiency of your crews

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1 and currency of your crews?
2 DUANE THOMAS: To address your question, this
3 is not the only time we do high altitude training.
4 JIM EDWARDS: Thank you.
5 DUANE THOMAS: Okay.
6 JIM EDWARDS: So you have other programs in
7 that.....
8 DUANE THOMAS: That is correct.
9 JIM EDWARDS: Thank you.
10 GREG JOHNSON: Any other questions on this
11 slide?
12 DUANE THOMAS: They aren't to the altitudes
13 that we are able to achieve.
14 GREG JOHNSON: A real quick picture to show you
15 what it looks like when we're doing the high and low base
16 camps, the areas.
17 Okay. On the slide here, we show this as an

18 annual. We've talked about some of the constraints already.
19 Obviously, deployments will change this, flying hour cuts will
20 change this. Typically, we do our insertions between 1 and 14
21 April. This year we've done it a little bit sooner. Duane,
22 correct me if I'm wrong on that. And that does vary each year,
23 depending on weather and that sort of thing.

24 Ten to 14 days generally is what we're going to
25 spend down in Talkeetna setting up operations and moving from
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1 Talkeetna up the mountain to do that insertion. Okay. For the
2 extractions, generally, we do not use the extraction as a
3 training opportunity. Generally. I say generally because we
4 will, given the time in the Park, utilize that if we have new
5 crew members in.

6 This program is basically set up so that we
7 maintain a cadre of folks who can do this mission. It's not
8 something that we train all of aviators to accomplish. So it
9 is a very small select group that goes up and does this.

10 Okay. Historical data. We talked about this
11 earlier. You can see over the years, 2004, 2006, and 2009,
12 we've done camp insertions. In the off years that you don't
13 see listed, we were otherwise employed, and I'll leave it at
14 that. Okay. For the hours flown, you can see we've flown 156
15 in 2004, 145 in 2006, and the data is still coming in for this
16 year. Number of crew members that we've trained, you can see:
17 38, 28, and again this year is to be determined. Cargo we
18 moved somewhere in the neighborhood of 34,500 pounds between
19 the two, plus whatever we move this year. I'm sorry, 36,500.

20 DUANE THOMAS: And let me just caveat that
21 with, that is insertion and extraction lengths, total.

22 TOM GEORGE: So the amount of actual gear is
23 about half that, right?

24 DUANE THOMAS: Correct.

25 TOM GEORGE: Because you're carrying it both

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1 ways.

2 DUANE THOMAS: About. Because it's going to be
3 a little heavier on the insertion.

4 TOM GEORGE: Yeah.

5 THE CHAIR: So on the years that you didn't do
6 the insertion and extraction, who did?

7 PAUL ANDERSON: Well, we used aircraft out of
8 Talkeetna and a Lama to do the work, and it requires an
9 exorbitant amount of time and numerous flights onto the
10 mountain.

11 THE CHAIR: More flights, yes.

12 PAUL ANDERSON: And at significant more risk.

13 SCOTT BABOS: And who pays for that, then?

14 JIM EDWARDS: Taxpayers.

15 PAUL ANDERSON: The taxpayers, yeah. We've
16 funded it out of revenue from fees collected at the Park in the
17 past, but the problem that we have and we've had to face every
18 year is that the rules about how we can spend the fee money
19 preclude us from spending it on predictable ongoing operations.

20 And so we've gotten -- we had to go to the director and the
21 secretary of interior to get approval to use the fee money
22 because we didn't have any other source of funds to pay for
23 this because it's an unplanned event, so to speak, and we don't
24 know when they're going to be available and when they're not.
25 And, in fact, up until two thousand and, what,

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1 five -- six? Five.

2 DUANE THOMAS: 2005.

3 PAUL ANDERSON: Five. We'd been pretty
4 consistently using the army to insert the camps, so there
5 wasn't really any fiscal planning, contingency planning for
6 that event. And in 2005 we got caught short and had to go
7 through it. So now we have a contingency plan for how we're
8 going to fund it, but it's going to take down Park operations;
9 will have to be reduced for that amount. It's a considerable
10 amount of money.

11 GREG JOHNSON: Any other questions?

12 SUSANNE RUST: I do.

13 GREG JOHNSON: Ma'am?

14 SUSANNE RUST: So it's 156 flight hours.....

15 GREG JOHNSON: Yes, ma'am.

16 SUSANNE RUST:to put in the camp and to
17 extract?

18 DUANE THOMAS: No, that's the total train-up.

19 GREG JOHNSON: That includes the train-up as
20 well.

21 SUSANNE RUST: Okay. Okay. Good. That's --
22 okay.

23 DUANE THOMAS: Train-up with the Park
24 insertion/Park extraction.

25 SUSANNE RUST: I was thinking, whoa, that's a

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1 lot. So what actually is then in the Park?

2 DUANE THOMAS: We're roughly spending about 10
3 to 15 hours with Park insertion.

4 SUSANNE RUST: Okay. Okay. That makes more
5 sense. That was throwing me. Okay. So, really, what we would
6 be most interested in would be the 10 to 15 hours of what's
7 happening in the Park?

8 DUANE THOMAS: (Nods)

9 SUSANNE RUST: Got it.

10 JOAN FRANKENVICH: Because the training takes
11 place outside the Park?

12 DUANE THOMAS: No, the training takes place
13 actually in the Park. So that 145, 150 hours is inside the
14 Park.

15 JOAN FRANKENVICH: Oh, it is? It is. Okay.

16 GREG JOHNSON: And I'm going to talk about that
17 as I kind of wrap things up here. I want to show you the
18 benefits of what we gain from this. Because we do utilize this
19 as a training venue that we cannot get anywhere else, and I'll
20 talk about the reasoning behind needing that, briefly.

21 Got a photo here showing the CH-47 moving some

22 of the cargo up to the base camps or back. I don't know which
23 one this one is.

24 DUANE THOMAS: It's on the way.

25 GREG JOHNSON: Okay.

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1 DUANE THOMAS: This is just on the Kahiltna
2 Glacier just outside where the low camp is established. That
3 happened back in 2004 where we were inserting a military
4 climbing team, which is part of our responsibility, also, to
5 support any military operations that go on in the Park. And so
6 this is where we sit; it's just outside the boundaries of the
7 Park area or the area which they allow us to land during the
8 climbing season, so.....

9 GREG JOHNSON: Okay. Why don't we do this.
10 These are the things that the U.S. Army gains by doing this
11 mission annually. First of all, we posture the army for
12 success in contingency operations across the world. I said it
13 earlier: this is the only location that we can train in a peace
14 time environment and get this type of training capability. It
15 is critical for us in order to maintain our capabilities that
16 we do this.

17 I think it's a mutually beneficial relationship
18 that we have between us and the National Park Service. And,
19 again, it does provide an excellent training venue.

20 DUANE THOMAS: And we've been very careful
21 about posturing that training to not interfere with any of the
22 operations that are going on in the Park and to leave as little
23 of a footprint within the Park as we can without disturbing the
24 scenery or anything like that, so.....

25 GREG JOHNSON: One of the things that we in the

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1 army do is we rotate people in and out of a location. When I
2 talk about setting the army up for success, the folks that we
3 train here in Alaska, leave Alaska and go out to other units.
4 They take this training with them. They become trainers of
5 such in the units that they go to and it kind of proliferates
6 itself through army aviation. So, again, to us or from our
7 perspective, this is a win/win.

8 The other key point that I'd like to hit on
9 here, you notice the bullet down here that says we provide
10 resident high altitude expertise or resources to other army
11 units. 82nd and the 101st have called our guys here in the
12 State of Alaska and said we need help; we need help to set us
13 up for success for contingency operations in Afghanistan. So
14 as you know, we are conducting operations right now in
15 Afghanistan.

16 DUANE THOMAS: And just so you kind of
17 understand the altitudes at which they operate in Afghanistan
18 are equivalent to what we operate with in the Park.

19 GREG JOHNSON: The last bullet down that we
20 have on the slide, if we don't do this at least every other
21 year, then we lose our cadre of instructors. We lose the
22 capability army-wide.

23 DUANE THOMAS: Just to give you an example on

24 that and the importance of it, there are two qualified
25 instructors left in the unit this year. I was one of them and
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1 there was one other instructor pilot. And if we hadn't done it
2 this year, we wouldn't have been able to carry that training
3 on, because that training would cease. Nobody is qualified to
4 go up there; nobody has operated in that environment before,
5 and now you're setting yourself up for having an incident or an
6 accident, which we really don't want to have within the Park
7 boundaries. So maintaining that training cadre is probably
8 utmost important.

9 GREG JOHNSON: Yes, ma'am?

10 JOAN FRANKENVICH: So is this the only high
11 altitude training the army does in.....

12 GREG JOHNSON: No, it's not the only high
13 altitude training that we do, but it is the only high altitude
14 we do of this magnitude.

15 JOAN FRANKENVICH: Of this height?

16 GREG JOHNSON: Of this height. We do have
17 other locations that we conduct high altitude training, but not
18 where I can get an aircraft up to 17,000 feet. Any other
19 questions? Sir?

20 BRIAN OKONEK: Yeah. Where are some of the
21 other places in the Park that you're landing at high altitude
22 other than base camp and advanced base camp?

23 DUANE THOMAS: We usually go to the high, high
24 base camp which is at seventeen-two.

25 BRIAN OKONEK: Uh-huh.

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1 DUANE THOMAS: In 2006, we did some training up
2 at 20,000; did some hover work just to find out the aircraft
3 capabilities to make sure that we were going to be able -- if
4 we ever had to go into the nineteen-six area which happened in
5 1995, they actually did a rescue there of a Spanish climbing
6 team. They landed at nineteen-six. So we wanted to make sure
7 that we understood the capabilities of our aircraft at that
8 altitude. We did not land. We just went up, did some hover
9 work just to find out the capabilities of our aircraft at that
10 altitude.

11 BRIAN OKONEK: Do you train on Mount Hunter or
12 Mount Foraker or.....

13 DUANE THOMAS: We do land there occasionally,
14 but very seldom.

15 BRIAN OKONEK: Uh-huh.

16 DUANE THOMAS: Primarily on the base camps and
17 at seventeen-two.

18 BRIAN OKONEK: Is there any communication
19 between your crews and Park Service? Let's say if you're going
20 to go in and do some practice, to find out if there's a
21 climbing party, let's say, on Mount Hunter or Mount Foraker
22 before you do landings?

23 DUANE THOMAS: We never enter the Park without
24 coordination.....

25 BRIAN OKONEK: Uh-huh.

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1 DUANE THOMAS:with the Park Service. And
2 we try to stay outside that climbing -- whenever we're doing
3 our training, like I said earlier, we stay outside of that
4 climbing envelope, that climbing period when the predominant
5 members of the climbs are on the mountain. There are a few
6 individuals up there and they warn us that they're in there.
7 They give us the location of where they're supposed to be so
8 that we can kind of keep an eye out. We report back to the
9 Park Service if we see them, saying, hey, yeah, they're still
10 up here or, no, we didn't see them.

11 GREG JOHNSON: Our goal as we go through this
12 is to be as non -- or as unobtrusive to operations as we can
13 possibly be. So we'll do everything within our power to make
14 sure that we're not interfering with anybody that's up there
15 doing their thing. And we -- again, we work that annually with
16 the Park Service to make sure that we are, in fact, staying
17 well clear.

18 DUANE THOMAS: The only other time we would
19 enter the Park during the climbing season is if we were called
20 upon to do a rescue.

21 BRIAN OKONEK: Sure.

22 CHARLIE SASSARA: That's very much appreciated.

23 GREG JOHNSON: Any other questions?

24 DUANE THOMAS: It's come into play a couple
25 times.

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1 GREG JOHNSON: Any other questions? Thank you
2 very much for your time this morning.

3 THE CHAIR: Thank you.

4 JIM EDWARDS: Thank you. Yep, appreciate it.

5 SCOTT BABOS: All right. You can see the army
6 is probably the more important user of Denali National Park
7 than the air force is because, obviously, air space is
8 everywhere and we're able to adjust accordingly.

9 I'm Lieutenant Colonel Scott Babos, and most of
10 you know me and I'm just going to give a quick -- about eight
11 slides talking about air force specific flying. I think as
12 everyone is well aware of, we do have a MOA that lays over the
13 Park, Denali National Park here.

14 Okay. Just real quickly, this is military
15 training air space in Alaska, and just to give you the real
16 basic thing, this is Susitna Military Operating Area. It's
17 called a MOA and that basically runs from whatever altitude we
18 agreed with, with the FAA, up to 18,000 feet. And, as you can
19 see, we have various MOAs in the State of Alaska.

20 We probably have, I think, 12, 15 total MOAs,
21 and this is where all the military jets, primary fighters, will
22 go to do all their training. Of course, Elmendorf is down here
23 and Eielson is up here in Fairbanks.

24 What I want to show you here is -- the biggest
25 thing is, Susitna is one of the smallest MOAs we have. You can

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1 see the size of the other ones here. This is Fox, this is

2 Stony. And therefore it is not a primary MOA for the military
3 to train in, because of the pure size of it. It's too small
4 for the jets to do effective training because they've
5 constantly got to be watching their borders going back and
6 forth.

7 So Elmendorf, all the jets primarily go to
8 Stony and they go to Fox. The red background is an indication
9 that these areas have instrumentation, which means when the
10 jets are out there flying and doing maneuvers, there's
11 equipment on the ground that records what they're doing so when
12 they get back to debrief, they can actually get feedback on how
13 they performed their training maneuvers. And, obviously, it's
14 a training environment; they can learn to do better the next
15 time.

16 So a big point I want to make to this group
17 here is that Susitna, yes, we do have a little bit that
18 overlies Denali National Park, but it's probably the least used
19 MOA of the MOAs that we have in Alaska. And you guys see these
20 big areas up here? There's a lot of restrictions on these.
21 Some of these are only used for Red Flag Alaska exercises.
22 These are not used every day. By law, we can only use them
23 about 60 days per year up here in the Yukon and they're used
24 for the bigger exercises. But primary daily training during
25 the summertime, most of the military jets can go to Stony and
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1 they'll be going to Fox and not going into Susitna.

2 Okay. I showed you this Susitna MOA and then a
3 MOA only goes up to 18,000 feet and after 18,000 feet there's
4 additional air space and we call that an ATCAA, and basically
5 what that means is that is air space that is controlled at all
6 times by the FAA. At any given time, the FAA can say, air
7 force, you need to leave this air space because we need it for
8 something else.

9 So you could see -- in Denali National Park,
10 you can see jets that go from -- up to 18,000 feet and then
11 above 18,000 feet, you could still have military jets up there
12 flying, up to flight level 300 or even 500, or whatever the FAA
13 has agreed to, but it's used on that day. So that is the type
14 of air space you have over Denali.

15 Okay. There are no low-level military training
16 routes within the boundary of the Park. And I've got a picture
17 coming up here with the Park. So you'll never see, or you
18 should never see two military jets or a single military jet
19 going high speed through Denali National Park. That is not
20 authorized. We have no legal routes there. If you see that,
21 you need to call us and we'll attempt to figure out who it is.

22 BRIAN OKONEK: And what is your definition of
23 low level?

24 SCOTT BABOS: For us, probably less than 2,000
25 feet AGL. I think I got that in the next slide. Okay. Now,
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1 that doesn't mean you won't see military jets then. And when
2 we say low-level training, we're normally talking high rates of
3 speed; anything above 250 knots. The FAA allows us to go

4 faster than 250 knots on military training routes, but there
5 are none of those in Denali National Park. You will see
6 military aircraft that are legally allowed to transition
7 through Denali National Park. Mainly, they'll be VFR. And by
8 air force policy as well as FAA policy, there is a request that
9 we maintain a minimum of 2,000 feet AGL.

10 So you could have a fighter jet coming across;
11 he'll be going less than 250 knots, but his objective would be
12 he'd be transitioning through. He could have been up in that
13 MOA. He could have cancelled; his mission is done; he's going
14 back to Elmendorf and he's coming out of the Susitna MOA,
15 headed back to Elmendorf, and somebody may see him, but he
16 should not be doing any type of dogfighting and he should be
17 just flying straight and level going back towards the base,
18 either Elmendorf or Eielson. And this is probably where we get
19 most of our complaints, is from military transitions.

20 JIM EDWARDS: Scott?

21 SCOTT BABOS: Uh-huh?

22 JIM EDWARDS: Define AGL for me.

23 SCOTT BABOS: I'm sorry. An AGL is above
24 ground level. I'll talk about MSL in a second, which is a mean
25 sea level. And, obviously, in Denali, when we say AGL, we have
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1 certain restrictions in terms of flying AGL. So the surface
2 constantly changes, so in theory the pilot's got to be
3 constantly changing his altitude.

4 So another reason why we don't really like
5 flying Susitna MOA is because the terrain is so radically going
6 up that it causes a lot of problems for our pilot to try to
7 maintain a straight altitude because he needs to keep going up
8 to meet his restrictions.

9 The big thing is, you guys have all heard of
10 Red Flag Alaska and Northern Edge. We do four of those a year
11 right now and they're approximately two weeks long and we bring
12 in approximately anywhere from 80 to 120 fighter aircraft from
13 all around the world. They mainly go to Eielson Air Force Base
14 and then they do exercises for two weeks and mock combat and
15 that is primarily in that big red area you saw is where most of
16 that fighting goes on. And they are centered around there;
17 there is no play at all in Susitna MOA when that happens.

18 We're just actually starting one on April 20th
19 and we'll go for two weeks, and there's one in June, there's
20 one in -- and then there's going to be one in October as well.

21 So when you hear Red Flag Alaska exercises, it
22 has nothing to do with Denali or anything to do with the
23 Susitna MOA. The bottom line is we avoid any unnecessary
24 training, and most of the training that is done is in support
25 of the army and the air force has really no need to do a lot of
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1 training in Denali National Park.

2 Now, this just gives you a -- well, maybe not.

3 Let me go back one again. There you go. So what this is, this
4 is the Susitna MOA. You can see that little hatched area right
5 there. And, as you can see, this is the legal boundaries of

6 it, and here comes the bottom, the southern border of the
7 national park right there. I actually had the three -- you can
8 see the border.

9 You've got the blue border which -- I think
10 this is the -- one is the preserve, one is the wilderness, and
11 this is the national park. But you can see, it's in the very
12 lower corner, so we only probably take up, I don't know, maybe
13 20 percent of the Park. Obviously, this is where the glacier
14 is and where Mt. McKinley is down in this area and, again,
15 there's a lot of high terrain up here. So that's why we really
16 don't like to fly in this area too much.

17 There are some restrictions that when we do fly
18 in here, we have restrictions that we have to stay south of the
19 border to do like supersonic operations. So the border comes
20 right through here. So if we're down here flying, we only have
21 this little bit of area to fly in. So, again, that's why we
22 don't really like to go here because we have so many
23 restrictions to operate in this area.

24 And over here is the Fox MOA, so you can see
25 most pilots would rather go over here where there's not hardly

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1 any restrictions and get better training than have to go into
2 Susitna and deal with the many restrictions out of there for
3 the protection of everybody.

4 Any questions on that slide?

5 NANCY BALE: Scott, are military aircraft that
6 are transitioning, are they confined to general aviation flight
7 paths, or do they just set their flight paths and then call in?

8 SCOTT BABOS: They're not set to any type of --
9 any set of set flight path routes; they can fly wherever they
10 want in Denali National Park. There's a ton of air force
11 regulations that we impose and obviously we know at some point,
12 some guys like to come down and try to transition through and
13 everyone likes to go by and try to take a picture of the
14 mountain. So that is not -- you know, it is officially
15 discouraged and there is no sightseeing authorized for military
16 jets if they're going from Lassen to Fairbanks. Okay. That
17 doesn't mean you might occasionally have a rogue pilot who may
18 try to cancel VFR and swing by and take a picture. But they
19 don't follow any type of prescribed routes inside the Park.

20 NANCY BALE: Thanks.

21 SCOTT BABOS: This is just real fast. It talks
22 about the MOA itself. The hours of operation are 1800; we may
23 extend it up to 2200. It's never used on the weekends or
24 holidays. Supersonic operations, which is the sonic boom that
25 we'll talk about in a minute, as you can see they're allowed in

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1 Susitna only, only for a functional check flight which is when
2 a plane had a problem -- an instructor/pilot takes a plane up
3 to find out what was wrong with the problem, see if it was
4 fixed, but they're only allowed to do that south of the Denali
5 National Park border, the one I showed earlier. So, again,
6 it's very little space for people to maneuver.

7 The approximate use of Susitna MOA is about 200

8 days per year, but as you see here, it's not a primary MOA for
9 training. Stony and Fox are the preferred ones, and like I
10 said, we may go in there, we may be in there for less than 20
11 minutes. They may go in there for like a single shift to
12 practice some maneuvers. Again, they'll probably stay in the
13 southern part to go -- they'll go in there and hold and wait
14 for their tanker or they're going there to wait until they
15 called into the fight at one of the other MOAs.

16 The minimum altitude when they're in Susitna
17 MOA is 5,000 AGL, or 10,000 MSL, whichever is higher. And,
18 again, a MOA only goes up to 18,000 feet. So if you see a
19 military jet in there maneuvering, doing steep turns or going
20 fast, he's got to be at least 5,000 AGL or 10,000 MSL. So
21 that's pretty tough to see. You probably can't -- you can
22 probably tell the color of the jet, but you probably won't be
23 able to read the base that it's from because he's 5,000 feet up
24 in the sky.

25 Just real fast so everyone knows, these are the
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1 two primary jets that you guys are going to see. This is an
2 F15, two F15s right here, and these are the F22s. F22s are the
3 brand new jets; the F15s are the older ones that have been
4 around, you know, since the seventies, and these are both
5 stationed at Elmendorf Air Force Base right now.

6 Just a little essay: These are the state-of-
7 the-art fifth generation fighter. You can tell just by looking
8 at it, it looks a little bit cleaner. It carries no external
9 loads, which means you can see a missile hanging off this jet
10 right here, you can see fuel bags on this guy as well. The F22
11 is planned to be stealthy and everything is carried internally.
12 And, like I said, right now we have 28 F22s at the base and
13 we're going to go down to 16 F15s. Those are the primary jets
14 at Elmendorf, and then what you have at Eielson are F16s, which
15 are a little bit smaller.

16 Okay. Let's talk about the noise. Noise
17 complaints. But I've been told the proper way is, we don't
18 like to say that; they're not noise complaints, they're "sound
19 inquiries."

20 (General laughter)

21 So the air force has a very robust noise
22 complaint program and at any time anybody, any citizen in
23 Alaska sees aircraft that they believe to be military and is
24 making noise, you're encouraged to call this number right here.
25 This number actually goes to Eielson Air Force Base; it is

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1 recording and you call it and a guy comes on and says this is
2 the noise hotline. It requests your information, a little bit
3 of the details, and, again, it's 24 hours/seven. It's listened
4 to every business day. As soon as they get it, the first thing
5 they'll play it back, the public affairs office starts
6 investigating it.

7 We have people who call this all the time,
8 complaining, they never give a name, they never give a phone
9 number, so we still record it, but we can't do anything about

10 it. But if you call and leave your name and number, you should
11 get a -- you will be getting a call back from someone in the
12 air force that just asks you a little bit more details to try
13 to explain why it happened, and at least try to get some type
14 of resolution.

15 Our goal is, when you call to complain, we will
16 respond in 48 to 72 hours, and if we don't, then you can pick
17 up the phone and call again. So things not to do is don't call
18 up and say an airplane just flew over my house; if he flies
19 over again, I'm going to shoot it down because at that point,
20 we don't deal with it anymore. We take it and give it to the
21 FBI and the FBI will show up at your cabin, asking why did you
22 threaten a government asset.

23 Anybody in this room call this number? All
24 right.

25 TIM CUDNEY: But I didn't threaten.

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1 SCOTT BABOS: Okay. So now how many did we get
2 here? So this is the total amount of noise complaints the air
3 force has received for the last four years, starting in CY,
4 that's calendar year, '05, six, seven, and eight. As you can
5 see, we average pretty much right around, I'd say, about 45.
6 If you look at calendar year '08, 130. You see a huge spike
7 there and the reason for that is in June, Red Flag Alaska was
8 the first time the F22 was flying and it actually had quite a
9 few sonic booms and people in the Fairbanks area weren't used
10 to hearing that type of sonic boom, so we had 70 complaints
11 that came in in one two-week period of Red Flag Alaska. And
12 each sonic boom actually generated about 20 complaints.

13 So it's not like we had that many incidents
14 going on, but you get one sonic boom and it goes over a 20-mile
15 radius, so 20 people call and complain. If you take out that
16 70 complaints we had for that one, you know, nonstandard day,
17 you're looking at about probably 16 calendar year '08.

18 So we're averaging probably right around that
19 50 to 60 mark. Obviously, Alaska is getting more populated.
20 We have new jets up here and that's pretty much average for any
21 large military installation. Yes, ma'am?

22 JOAN FRANKENVICH: Are these statewide
23 complaints or the Susitna MOA?

24 SCOTT BABOS: Nope, these are only -- these are
25 statewide.

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1 JOAN FRANKENVICH: Statewide.

2 SCOTT BABOS: I've got the -- that's the next
3 slide right there. So that's statewide from -- and it
4 includes -- we get a lot of complaints from down around Kodiak
5 from the coast guard as well that people call in about. But
6 your next question is, how many noise complaints in Denali
7 National Park? Because that's what we're here to talk about.
8 And we average one per year. There you go.

9 All right. So that's what we have in Denali.
10 This is our knowledge of people calling to complain. As you
11 can see, we had one in '05, two in '06, one in '07, we had no

12 noise complaints in '08 in Denali National Park.

13 CHARLIE SASSARA: Scott, I would think that
14 that may not be very good information because people that are
15 in the Park don't have a phone.

16 SCOTT BABOS: That's correct. Right. These
17 are recorded and these are the ones that we were able to
18 confirm.

19 CHARLIE SASSARA: Right. Exactly. Because you
20 don't -- you know, it's two weeks later that you've already
21 forgotten about it.

22 SCOTT BABOS: That's correct.

23 CHARLIE SASSARA: Yeah.

24 SCOTT BABOS: So, no, I'm not saying that
25 there's -- there's probably maybe more noise complaints out
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1 there, but this is what has been recorded.....

2 CHARLIE SASSARA: Right.

3 SCOTT BABOS:and I think the one -- I
4 don't know if Paul probably heard it this morning, '07 was the
5 big sonic boom over the national park. They've got a lot of
6 people concerned. I just heard stories about it, but,
7 obviously, Paul was probably there.

8 TIM CUDNEY: But Milepost 261 and 250, that's
9 quite a bit north of the Park, too.

10 SCOTT BABOS: That's correct.

11 TIM CUDNEY: That's quite a ways.....

12 SCOTT BABOS: Right.

13 TIM CUDNEY: But you've got it, it says sound
14 inquiries in Denali.

15 CHARLIE SASSARA: Yeah.

16 SCOTT BABOS: Well, when I asked -- when I
17 pulled all this information from the two bases, I said I want
18 to specifically see what noise complaints we have in Denali and
19 they said a 30 nautical mile radius.

20 CHARLIE SASSARA: Okay.

21 SCOTT BABOS: So this is what they gave me.
22 You're right, 261, does that really count? No. So I'm not --
23 I guess the point of showing this is that from the military
24 perspective, we don't see that there's a huge problem with our
25 jets in Denali National Park. And that may or may not be true,
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1 but that is our official assumption based off this.

2 CHARLIE SASSARA: Scott, remember when Paul
3 Roderick spoke about the impact of having, you know, the
4 aircraft going such different speeds and that a concern about,
5 you know, where are those guys. And so that's another element.
6 I know this is probably not the right place, but what about
7 shifting the season a little bit, if you will, because you have
8 a high impact of climbing and flightseeing and such, and just
9 not use that area for a month or two and go to the other spots?

10 JIM EDWARDS: What's the concern of noise to
11 climbers?

12 CHARLIE SASSARA: His noise or all noise?

13 JIM EDWARDS: Yeah, his noise, any noise.

14 What's your concern about aircraft noise to climbers? What's
15 the impact on you?

16 CHARLIE SASSARA: Well, this will be a rehash
17 of where we've had these discussions for the last several
18 months in our other meetings, but.....

19 JIM EDWARDS: Just a thumbnail.

20 CHARLIE SASSARA: Thumbnail?

21 JIM EDWARDS: I mean, not any great detail.

22 CHARLIE SASSARA: What's happened is that the
23 flightseeing has increased exponentially and the landings
24 associated with them, and they're in the same places that
25 people are going in to use the Park on an overnight. And in
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1 the Ruth -- from a perspective of in the Ruth, it's oppressive
2 in terms of the amount of noise that's there. So it's driving
3 people away from places that they would have used before.
4 Having been on.....

5 JIM EDWARDS: Thank you. That.....

6 CHARLIE SASSARA: Yeah, it's -- yeah.....

7 JIM EDWARDS: Thank you.

8 CHARLIE SASSARA:it's.....

9 SCOTT BABOS: But I mean this group knows
10 better than anybody else, you guys probably hear more military
11 jets out there and, again, do people call and complain, do they
12 do it -- one day, you know, a C17 or C130 may fly over and ruin
13 that moment. They don't have a phone, so they don't call. But
14 that is officially what has been recorded and if people are
15 unhappy, we encourage you to call more, you know, again, if it
16 ruins your experience.

17 The bottom line here to go ahead and summarize
18 this is that, as you just heard from the army, Denali provides
19 great opportunities for the DOD. We are striving DOD to be a
20 good neighbor and we are probably, like I said, we're the
21 easiest group. If it becomes clear that the military jets are
22 having a negative effect on anybody in Denali National Park, we
23 are willing within constraints to try to move our mission. You
24 saw we have a lot of other air space that we can go to to train
25 for the air force. So we are not actually stuck that we've got
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1 to absolutely have to stay in that MOA. You know, somewhere
2 down the road, as Denali continues to grow, can that MOA go
3 away? I don't know. I think that's a realistic possibility.
4 You know, as the population increases and people use that, that
5 MOA could come away and we could take military flying totally
6 out of Denali National Park.

7 In the ROD of '97, which I have, in fact,
8 there, it actually states that as development occurs, we will
9 look at the military flying in Denali and reexamine the
10 options. And one of those would be to make the MOA go away.

11 CHARLIE SASSARA: You might take an easier
12 position, which is just shift the season a little bit.

13 SCOTT BABOS: Right, just shift it. But the
14 bottom line is here, we, the DOD, we're here to -- with the
15 same goals as everyone else; we're here to preserve Denali

16 National Park as a treasure. Speaking for General Atkins, he
17 knew I was briefing this, he says make sure that group knows
18 that, you know, the military is here to be a good neighbor.
19 And if we are causing problems, you know, you've got the number
20 to call, anybody can call me, and we are working hard to strive
21 to make it a win/win situation for everybody else.

22 And, like I said, we have an interest in
23 training and that's our priority, and we can go train somewhere
24 else. So, hopefully, this gives you a little bit of a
25 background of the way we operate. If you've got more

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1 questions, I'll be more than happy to talk on the side with --
2 go ahead, Susanne?

3 SUSANNE RUST: Just a question. Of all the
4 MOAs, do any of them -- I guess, are they adjacent to parks or
5 is this one the only one? Where are the other MOAs in relation
6 to other parks or other kind of.....

7 SCOTT BABOS: What, to national parks?

8 SUSANNE RUST: To other places that are
9 important, I guess, to people. State parks and national parks.
10 Just curious.

11 SCOTT BABOS: Like I said, in national parks, I
12 don't -- I think that Susitna is the only one that overlies any
13 national park.

14 SUSANNE RUST: Uh-huh.

15 JIM EDWARDS: In Alaska.

16 SCOTT BABOS: In -- well.....

17 JIM EDWARDS: This is a universal problem all
18 over the United States.

19 SUSANNE RUST: Right. Okay.

20 JOAN FRANKENVICH: It's been years now and I --
21 it was not an issue I worked on, so I'm not clear, but at least
22 there used to be one over Gates of the Arctic. There was -- I
23 know my organization was involved with that. And whether it's
24 not there anymore -- and also I believe Yukon Charlie. And
25 when you show those big MOAs over there by the border, it looks

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1 like they're over both Gates and Yukon Charlie.

2 SCOTT BABOS: Okay.

3 JOAN FRANKENVICH: So I believe there are and I
4 know there's been problems in Gates, previously.

5 SCOTT BABOS: So -- and those -- but the
6 Yukon -- yeah, I'm going to go back to that. That's a national
7 park, the Yukon?

8 JOAN FRANKENVICH: Yukon Charlie River is,
9 yeah.

10 SCOTT BABOS: But those Yukon MOAs up there,
11 right there, these are severely restricted. They are only
12 allowed to be used a maximum of 60 days per year. So those are
13 already restricted and so those are not normal training sites
14 and.....

15 JOAN FRANKENVICH: Actually, I don't see one
16 over Gates.

17 THE CHAIR: There's nothing over Gates, no.

18 JOAN FRANKENVICH: No. So maybe there may have
19 been a resolution to that issue, which is great.

20 PAUL ANDERSON: I think the Stony MOA may be
21 over Lake Clark National Park as well.

22 SCOTT BABOS: Right. We keep thinking Denali.
23 There may be others.

24 SUSANNE RUST: So I guess my comment just in
25 thinking in terms of that -- just thinking in terms of the big
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1 picture, if you do something here, it shifts something here,
2 and just -- in everything we do, I think we need to have an
3 idea of the big picture because we may do things -- the
4 unintended consequences.

5 BRIAN OKONEK: I just -- it seems to me I read
6 something that a lot of the training areas in the Lower 48 are
7 getting, you know, a lot of pressure to be eliminated. And so
8 there's going to be more emphasis on training in Alaska simply
9 because there is more air space to work with that doesn't have
10 quite as much controversy from those in the Lower 48.

11 SCOTT BABOS: I would say that is a true
12 statement and with Jim and Tom both here, that is correct. In
13 the Lower 48, the air space is getting more congested and
14 there's more pressure and, like I said, the military is
15 normally the easiest person to go after because we don't have a
16 business case; we have a national defense case. But, you know,
17 elected officials can lean on the military a lot harder than
18 they can on Alaska Airlines. So that is true.

19 Do I see over the next 10 to 15 years growth in
20 the military? I would probably say that there's going to be
21 slow incremental growths in military flying in Alaska.

22 CHARLIE SASSARA: Yeah, but that doesn't gibe
23 with what the construction efforts are in this state. They're
24 monstrous. You know, I look at -- I chase that stuff. And
25 you've got hangars, you've got infrastructure that's being
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1 developed. I mean it looks like you're setting up to bring
2 aircraft and crews back in years to come. I mean, the physical
3 investments that are going into the state are huge. So I
4 mean -- and there's the transformation that's going on in the
5 military, you know, to realign these bases and such.

6 SCOTT BABOS: correct.

7 CHARLIE SASSARA: So, I mean, is there more
8 coming back?

9 SCOTT BABOS: Well.....

10 CHARLIE SASSARA: Because it kind of feels that
11 way to me.

12 SCOTT BABOS: But building of resources doesn't
13 equate to aircraft.....

14 CHARLIE SASSARA: Well, I know, because we let
15 contracts for the F22 hangar and now in the paper, Gates (ph)
16 says we're going the other direction.

17 SCOTT BABOS: Right. Obviously, the military
18 is very subjected to political whims and I mean less than two
19 years ago, I think Tom George was in a meeting where we were

20 talking about Eielson Air Force Base closing. And it was on
21 the closing list.....

22 CHARLIE SASSARA: Right.

23 SCOTT BABOS:and it was saved.

24 CHARLIE SASSARA: Right.

25 SCOTT BABOS: So could that happen in five

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1 years? Again, that's all political process. So you're right.
2 But I still just see that the point is that there is more air
3 space in Alaska, there's less people, but we know there's still
4 a lot of things going on in Alaska. But right now the ROD of
5 '97 directs that we can only do 60 days of major flying
6 exercises and I don't probably see that changing, I don't know,
7 for at least 10, 15 years. I mean, Tom George can probably
8 talk to you a little more about that. There's a lot of people
9 watching that and so is the FAA. So we are very constrained by
10 trying to expand.

11 But, I agree, I think Alaska has more air space
12 and we need to utilize it more effectively and there's less,
13 you know, complaints maybe across the board. And if Denali is
14 a problem, we can move to some other areas.

15 CHARLIE SASSARA: Yeah.

16 SCOTT BABOS: So it's all give and take.

17 TOM GEORGE: Scott, you talked about fighters
18 and I know the C130s are, I guess, for the most part, gone
19 away. But you do have the C17s.

20 SCOTT BABOS: Uh-huh.

21 TOM GEORGE: What about their operations
22 relative to Denali National Park?

23 SCOTT BABOS: The C17s, obviously the big four-
24 engine multi-crew, big heavy aircraft. You should never -- the
25 only time you should see a C17 is when the guy is going --

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1 doing a transition through Denali National Park. There is no
2 requirement for him to be in there training. So he would come
3 across anywhere at minimum of 2,000 AGL and be going from A to
4 B. As a C17, I talked to the squadron commander and said, do
5 you guys fly through Denali National Park? He goes, we do, but
6 he says, we avoid it like the plague in June, July, and August.
7 Because they know there's a ton of people out there and they
8 just don't need the hassle, even though we're legally allowed
9 to fly through there, but we try to avoid it. And you'll
10 probably see more C17s flying through the Park in January,
11 February than you would in the summertime.

12 TOM GEORGE: Thanks.

13 CHARLIE SASSARA: Yeah, being proactive would
14 be really in your interest or the military's interest as a,
15 say, citizen or, you know.....

16 SCOTT BABOS: Like I said, any time you guys
17 have any problems with talking to military people or anything
18 like that, please call me, because that's my job representing
19 the headquarters air force, to make sure that we respond to the
20 needs of the people out there. And the bottom line is we're
21 here to be part of the solution, not part of the problem.

22 So, thanks.
23 CHARLIE SASSARA: Thank you.
24 THE CHAIR: Thank you.
25 DUANE THOMAS: One comment before we leave the

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1 military ops, that 145 hours to 156 hours, divide that in half
2 or even by two-thirds because that's based on operating three
3 aircraft in there or two aircraft at one time. So you can cut
4 down -- we actually are in the Park maybe 70 hours max a year.

5 THE CHAIR: Okay. So, Joan?

6 JOAN FRANKENVICH: Okay. Oh, can we hand
7 out -- we've got some handouts. (Pause) Are we ready to move
8 on?

9 THE CHAIR: Yeah, I think so. Oh, do we need
10 to take a break for -- just a quick break, you think? Yeah,
11 let's take a -- like a five-minute break. Okay. Don't forget
12 your name tags.

13 (Off record; 10:34-10:49)

14 THE CHAIR: Okay. Go ahead.

15 JOAN FRANKENVICH: Okay. I just want to tell
16 you a little bit about some of the background and if you have
17 any questions, there's both a map and a text that ideally go
18 together on this. And this is -- we started out the work group
19 meeting that was last month in Anchorage. Where this was borne
20 out of is at the Anchorage, not the work group meeting, but at
21 the Anchorage full council meeting that was in December, I got
22 a sense that there wasn't -- from some folks, there was not a
23 clear sense of what the concerns were, where the problems were
24 on the ground, and I felt like we had not done a particularly
25 good job of explaining that.

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1 So this map and the text are an attempt to
2 explain where the concerns are and some of the things we're
3 hoping to address in this group. It has been revised. Since
4 we presented it, we got a lot of good input at the work group
5 meeting. If you have additional input, let us know and we'll
6 continue to revise it.

7 Realize that this is not a scientific document.
8 This is subjective. Everybody we show it to has a slightly
9 different, you know, change or take on it. At the same token,
10 it is -- we put a lot of effort into talking with different
11 folks and showing a pretty good representation of what's going
12 on on the ground and where we hear that there's problems or
13 complaints with aircraft sounds.

14 The yellow and pink areas are high use areas,
15 but it's the pink areas where -- have high use and tend to have
16 a high impact from sound from aircraft. And then the green
17 areas, we realize that the areas outside the Park boundaries
18 are beyond our scope, but we included them for two reasons. We
19 wanted to be responsive to the testimony and input we've gotten
20 from our constituents on those areas, and be good neighbors and
21 realize decisions -- if we change things in the Park, it will
22 affect those areas as well. So that's just kind of a heads-up
23 awareness. I'm not trying to expand our jurisdiction or

24 anything.

25 So if you've read the text, it was --

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1 primarily, this started out with myself, Brian, Charlie, Nan,
2 and Nancy, and we also talked to other people; presented it at
3 the Denali Citizens council meeting and we also presented it at
4 the last work group meeting. So it's a combination of
5 different people's input. It's also -- in addition to just
6 being that subjective input, it also -- we based -- for the
7 backcountry areas on Park Service Backcountry Use Data, you'll
8 notice that our map does differ a little bit from theirs and
9 that's because in addition to backcountry use, we added day.
10 There's a couple of peaks on the north side of the road that
11 are very popular day hiking areas. So that's why the two maps
12 won't completely gibe, because we thought that was important
13 information as well. We included day hiking and then just all
14 on-the-ground visitors.

15 Also, something else important to realize: this
16 is perspective of the Park from on-the-ground users. It is
17 not -- there's many ways and many things we need to keep in
18 mind in approaching our work here. This is not addressing the
19 Park soundscape and the soundscape standards in the backcountry
20 plan. So this is just purely looking from an on-the-ground
21 perspective, people on the ground, user perspective.

22 And I think that's about all I wanted to
23 present. Any questions or thoughts?

24 JIM EDWARDS: It would be helpful for me to
25 have some sort of overlay for this as to where the commercial

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1 operations are likely to be.

2 JOAN FRANKENVICH: I think that's a great idea.

3 NANCY BALE: We could put another map up and
4 then switch back and forth between them.

5 JIM EDWARDS: It'd be nice to have a
6 transparency to lay over the top of it.

7 NANCY BALE: Absolutely. I mean, right now,
8 today in the absence of that.

9 JIM EDWARDS: I know. I don't necessarily mean
10 today. I'm just saying that for future reference, I think that
11 would be an excellent way of saying, okay, these are the areas
12 where we have the most issues.

13 JOAN FRANKENVICH: If there is somebody
14 who.....

15 CHARLIE SASSARA: You know, the really useful
16 document I thought was that modeling document where that person
17 took the.....

18 JOAN FRANKENVICH: They did the GPS?

19 CHARLIE SASSARA:GPS.....

20 JOAN FRANKENVICH: Yeah.

21 CHARLIE SASSARA:and they followed,
22 because it showed what the actual organic patterns are, you
23 know. And so that's the one that was, I think, the most
24 meaningful because that's where people -- remember that? Jim,
25 would.....

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1 TOM GEORGE: I think actually we've got a copy
2 of it right here we're looking at.

3 CHARLIE SASSARA: You got it? Okay. That's
4 the one.

5 TOM GEORGE: This was the modeling that.....

6 CHARLIE SASSARA: Yeah. It was interesting.

7 TOM GEORGE: Yeah.

8 BRIAN OKONEK: And what this map really shows
9 is where the two -- the on-the-ground and the in-the-air
10 activities coincide. You know, the red is pretty much where
11 the two activities are in the same -- the heaviest use is in
12 the same place. You know, there's other on-the-ground activity
13 going on; there's, of course, other in-the-air activities. But
14 this is where the two are intersecting and in greatest numbers.

15 JOAN FRANKENVICH: And it doesn't mean that
16 people don't go other places or there aren't problems in other
17 areas. In fact, I mentioned at the work group meeting, and I
18 forget now if it was backcountry unit 14 or 19, but we have a
19 letter from someone years ago they sent to the Park Service
20 with numerous complaints in that area. But when we look at the
21 backcountry use data, there's just not a lot of people go there
22 so we excluded it. It's a judgment call. So just realize it's
23 not that there aren't people or problems in other areas. We
24 tried to highlight the areas of most concern.

25 THE CHAIR: Well, Miriam, is this map posted on

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1 the website?

2 MIRIAM VALENTINE: You know, this -- the
3 information from -- that Guy produced?

4 THE CHAIR: That was from our September
5 meeting?

6 MIRIAM VALENTINE: Yeah. You know what, I
7 might even have this map with me today, but.....

8 JOAN FRANKENVICH: Is there a way to overlay
9 or.....

10 MIRIAM VALENTINE: No.

11 JOAN FRANKENVICH:anybody here who knows
12 how to do it, is willing to do?

13 THE CHAIR: You know, I think the two maps,
14 somebody would have to go to -- you know, kind of start over
15 again to.....

16 BRIAN OKONEK: I think we can look at them side
17 by side with enough intelligence to see them.

18 THE CHAIR: I think you can certainly look at
19 them.

20 BRIAN OKONEK: That's all. We're there,
21 because it's not precise.

22 JIM EDWARDS: It would certainly give us an
23 immediate focus.

24 MIRIAM VALENTINE: Okay. So there's not a need
25 for people to be able to be looking at them concurrently now.

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1 TOM GEORGE: Not at this moment, but, yeah, but

2 it is something for down the road to look at.

3 MIRIAM VALENTINE: Okay. Then I won't worry
4 about trying to find out.....

5 TOM GEORGE: Yeah. Madam Chair, a comment.
6 Yeah, I think this is very helpful and I'm glad to see this map
7 generated. My question is, has this been vetted with the Park
8 Service, who is the.....

9 JOAN FRANKENVICH: Actually, we have, and I've
10 been meaning to show it to Joe, and I haven't.

11 TOM GEORGE: Because I think the product -- you
12 know, I don't yet know what form it exactly might take, but,
13 you know, one place down the road I can see potentially using
14 something like this is if we republish the map going out -- I
15 mean, it might not only be used by commercial operators, but
16 the GA world, adding some color, maybe not quite in this
17 complexity to, you know, sound-sensitive areas as a way to
18 communicate to people that aren't there on an everyday basis
19 the way the air-tour operators are in some of the sound
20 sensitive areas. But for that reason, it's very important, I
21 think, that the Park Service also look at it and, ultimately,
22 I'd like to see it published as a map, you know, either from
23 this council or from whatever. I mean, I need to think about
24 that as well.

25 So that would be my suggestion, is to -- if it

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1 hasn't already been vetted by the Park Service, to get their
2 input on it as well so that we're again converging on a single
3 map that we can use in a variety of ways when we get to more of
4 an outreach side of this whole thing.

5 JOAN FRANKENVICH: Yeah. And, yes, we'd love
6 any input from any Park Service folks. And, no, we haven't
7 done that, even though I realize that's not.....

8 TOM GEORGE: And thanks, but the improvements
9 you made to this, familiarize me at a break.

10 JOAN FRANKENVICH: Okay. Great. We took a lot
11 of those suggestions, changed lots of wording. That's all I
12 have on that. If you have something that doesn't make sense
13 or, you know, you disagree with it, let us know and we'll keep
14 this as a working document.

15 GUY ADAMS: Can we add summer or seasonal to
16 this in some way, if this starts to work into a formal -- as
17 you develop this map, it would be nice to put.....

18 JOAN FRANKENVICH: But you probably have to do
19 spring/summer because of mountaineering use.

20 GUY ADAMS: Well, whatever it is, just kind of
21 narrow it down to what you mean, if there is a separate issue,
22 that the Park will be dealing with.

23 JOAN FRANKENVICH: Okay.

24 TOM GEORGE: Well, can you elaborate a little
25 bit on what that separate issue is? Because this is, in fact,

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1 how we learn about what's going on.

2 JOAN FRANKENVICH: Yeah.

3 GUY ADAMS: Well, I think that snowmachine use

4 on the south side, in particular over the north side, may
5 evolve over time. It's an issue that the Park needs to keep
6 track of.

7 TOM GEORGE: Okay.

8 GUY ADAMS: So if this is floating around as a
9 sound-sensitive area.....

10 THE CHAIR: And also this has to do with
11 overflights.

12 JOAN FRANKENVICH: This is only having to do
13 with impacts from over -- from aircraft. Okay. So make that
14 more obvious. So we should add up here somehow, sound
15 sensitive use.....

16 ERIKA BENNETT: Aircraft sound sensitive areas.

17 JOAN FRANKENVICH: Yeah, aircraft. There you
18 go. Is that better?

19 TOM GEORGE: But I think the temporal aspect,
20 though, may be important even then because as I understand it,
21 you actually have kind of two different seasons depending upon
22 what areas within this you're talking about. So, actually, I
23 think that would be a good additional piece of information to
24 build into the legend, so we do get kind of that seasonal
25 range.

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1 JOAN FRANKENVICH: Yeah, because there could
2 be -- like because the mountaineering could be a different
3 color showing use, you know, whatever it is, May through June,
4 and others, you know, June, July, August or something.

5 TOM GEORGE: Yep.

6 JOAN FRANKENVICH: Okay.

7 TOM GEORGE: That'd be a very good refinement.

8 JOAN FRANKENVICH: Okay.

9 THE CHAIR: So I'm sensing that this might be
10 the beginning steps toward a product of the group as kind of
11 this is the -- this might be, like I said, the beginnings of a
12 group product that states these are sound sensitive areas for
13 aircraft maybe by season, not implying anything about that, but
14 just as, you know, based on the infinite wisdom of the
15 collection of this group; that these seem like the areas that
16 need most attention. Is that.....

17 CHARLIE SASSARA: Yeah, regardless of what we
18 do about it.

19 THE CHAIR: Yeah, that's separate from what you
20 do about it.

21 CHARLIE SASSARA: This, I mean, is at least an
22 acknowledgement of it.

23 BRIAN OKONEK: And take it a step further for
24 this coming summer to see if there are some voluntary measures
25 that can be agreed upon to reduce the conflicts, you know. And

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1 I think there are some very simple things that can be done that
2 don't limit the number flights in any way. They don't limit
3 any operator's ability to, you know, provide a service for
4 their clientele, but will make it a better experience for
5 people on the ground, just on how you operate. It might be

6 simply which direction you fly; you know, where you're climbing
7 versus where you're descending.

8 TOM GEORGE: And the next agenda item will
9 address that, just for your information.

10 THE CHAIR: Yeah, okay. Okay. So is there any
11 more discussion about this map looking at its potential future
12 now, or did you want to just sort of hold that thought for the
13 time being?

14 SUSANNE RUST: Were we going to continue to put
15 "draft" on this?

16 JOAN FRANKENVICH: We could. I.....

17 SUSANNE RUST: I think that that was something
18 you had said that you wanted to keep on it.

19 NANCY BALE: And I'll take responsibility for
20 not putting either "draft" or "final" on it because I felt like
21 we'd done the first draft in the work group and that we could
22 just have it be a map that we will most surely change, and that
23 we haven't put "final" on it either, but, you know, I felt like
24 this is being presented not as a fait accompli or anything.

25 THE CHAIR: Right. It's sort of final from

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1 your perspective of offering it to the group, but not a final
2 map as an ultimate.....

3 JOAN FRANKENVICH: Right. I guess part of the
4 reason we didn't put "draft" is at this point in time, this is
5 just an in-house tool for us to use.

6 THE CHAIR: Uh-huh.

7 JOAN FRANKENVICH: Now, some day we may get to,
8 you know, what Tom's talking about, but I feel like we're far
9 away from there yet. So, I guess, yeah, from Nancy's and my
10 perspective we feel like for the purposes of working group,
11 we're going to set this aside for now and then when we're ready
12 to take this up as a -- when we feel like we have what we want
13 to communicate to the general public and GA, in particular, we
14 will then pick it back up and continue to refine what we need.

15 TOM GEORGE: Well, I would personally keep the
16 word "draft" on it until you got any feedback back from the
17 Park Service itself.

18 JOAN FRANKENVICH: Okay.

19 TOM GEORGE: At that point, I would remove the
20 word "draft." You're still keeping a date on here, but it
21 doesn't mean that two years or five years, you know, and, in
22 fact, when all kinds of things might have changed, it might
23 change. And that's the purpose of having the date on there,
24 but.....

25 JOAN FRANKENVICH: Okay.

00069

1 TOM GEORGE: But until you get that -- to me,
2 the Park Service is, in fact, a part of this council one way or
3 another and so I don't feel comfortable putting something out
4 that's a product of the council until at least they've had a
5 chance to provide feedback to us.

6 JOAN FRANKENVICH: You're absolutely right.
7 And I intended to, but you know how that goes.

8 TOM GEORGE: Yeah.
9 NANCY BALE: Well, a question I have is, is the
10 Park Service needing to have weeks or months to pore over this?
11 Or can the Park Service be looking at it during the day today
12 and render an opinion.....
13 TOM GEORGE: Like lunchtime?
14 TIM CUDNEY: Yeah, exactly. Like what are we
15 going to do by -- yeah.
16 NANCY BALE: Because it's just -- it fairly --
17 it speaks for itself. It's based on their data and then a
18 collection of views from council members and members of
19 organizations that council members belong to and people who
20 call.
21 TIM CUDNEY: Can I ask a quick question?
22 PAUL ANDERSON: So I would respond to that, if
23 I could. If you'd like a thoughtful review, it might take more
24 than lunchtime. If you want a cursory quick look to say, is
25 this somewhere in the ballpark, we probably could do that

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1 today.
2 THE CHAIR: We'll take both.
3 TOM GEORGE: So stick the word "draft" on there
4 and you're covered.
5 JIM EDWARDS: It seems like an unnecessary
6 thing to get hung up on.
7 TOM GEORGE: Everybody looks at it a little
8 differently.
9 CHARLIE SASSARA: That's why people get lost on
10 maps.
11 TOM GEORGE: That's right.
12 THE CHAIR: Okay. Well, I just want to
13 recognize the amount of work that went into this and I know
14 that it was a lot, and this is really a tremendous product.
15 I'm impressed. It's well thought out, it's well organized. I
16 think that the written part that goes with it is well written.
17 I didn't edit it. It was just like, wow, this is great.
18 JOAN FRANKENVICH: If you have any edits -- it
19 has been through a few versions, I will say.
20 THE CHAIR: Well, you can tell. I mean it's
21 very tight. Anyway, nice job. So are we ready to move on to
22 the working group updates?
23 MIRIAM VALENTINE: Okay. How about we do this
24 really quick so we can solve lunch.
25 THE CHAIR: Okay.

00071

1 (Simultaneous discussion about arrangements for
2 lunch)
3 THE CHAIR: Joan? I'm sorry. So we're on the
4 working group updates? Tom, you ready to go? Tom? Are you
5 ready to go?
6 TOM GEORGE: We're ready.
7 THE CHAIR: Scott and Nan, we need to not have
8 sidebars.
9 TOM GEORGE: Oh, we're doing logistics.

10 THE CHAIR: Okay.

11 TOM GEORGE: It has to do with food so it's
12 okay. And, actually, Susanne is going to start off.

13 SUSANNE RUST: I'll begin.

14 THE CHAIR: Okay.

15 SUSANNE RUST: And then I'm going to probably
16 need some help as we go along, if I get off-track.

17 We had the Denali Best Practices work group
18 meeting on March 24th.

19 THE CHAIR: The Denali Best Practices is what
20 you called that?

21 SUSANNE RUST: That's what we're -- yeah,
22 because I think it keeps it in a positive scope. We had
23 really good attendance, I think, and I think it was really
24 productive. Nancy was there, Tim, Eric, Dick Walter from
25 Talkeetna, Joan was there, Tom was there, Randy Kilburn from

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1 K2, Ron Russo, Denali Air. I was there, Matt, I think
2 Uttenburger from Kantishna Air. Is that how you say it? And
3 Dave Worrell from ATIA, and we held it at ATIA's office and
4 that was just great. So the perfect place.

5 We had had an opportunity as operators to have
6 some discussions ahead of time and that was helpful, too, and I
7 think it was great because Joan and Nancy provided the map and
8 we were able to sit down and I think to really begin some work.

9 So the presentation of that map was great and I
10 think it kind of gave us a concept that, you know, these were
11 some anecdotal, you know, there were letters from people, there
12 were -- you guys talked to the Backcountry desk, where the
13 information came from, and the map was helpful.

14 So we sat down then with the map as our
15 starting place and then had -- we looked at the specific areas
16 that were identified on the map and where they're reporting
17 high levels of disturbance or sound from airplanes.

18 For us, it helped to answer the question of
19 where are the problem areas. Because I think for a while we've
20 been kind of dancing around that, and there it was, and then we
21 were able with Denali Air in the room, Kantishna Air, Eric from
22 Talkeetna, Talkeetna Aero, Fly Denali, were able to sit down
23 and, as a group, chat through things and talk about things.
24 And that was important. It's important, I think, to Tom, I
25 think it's important to everybody here that the people who are

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1 actually going to do something about it be invested.

2 And in some areas operational changes were
3 identified that operators may be able to do to reduce sound
4 impact. And some things were kind of easier to see. There
5 were other areas where there aren't any obvious solutions. I
6 mean, it's just -- we all kind of said, well, gosh, you know,
7 we're not sure what to do. Would you say that that's fair?

8 JOAN FRANKENVICH: (Nods)

9 SUSANNE RUST: It wasn't -- there wasn't
10 anything really obvious. And I think from that, what emerged
11 from this discussion, and I think that I walked away with, is

12 the big picture of thinking about unintended consequences. And
13 I was struck with that, that a lot of times operators, at the
14 request of Park Service, at the request of a homeowner in
15 Talkeetna, at the request of any user group, you know, people
16 have approached us directly. We start doing all these things.
17 Like, okay, we're going to fly over here to avoid this, and
18 we're going to fly there, and all of a sudden, you're flying
19 over here to avoid this, but you're now affecting these people.

20 So what happens is we need to be thinking in
21 terms of any decisions we make, and that's even with the MOAs,
22 I think. Okay. Are there other places out here? Other parks?
23 And if we shift, you know, something here, it's a dom -- it's a
24 ripple. It changes things. So it may make these users happy,
25 but somebody else isn't as happy.

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1 Let's see. The other thing I think we noted
2 was that as people have been asked not to fly over the park
3 road or to not fly here, we have funneled traffic into narrower
4 corridors and in doing that, we have created more sound and
5 we've stopped distributing it as widely. And I think that that
6 was one thing that hit the group. Would you say that that was
7 something that we all kind of thought, oh, uh-huh, and.....

8 TIM CUDNEY: Well, also along with that is we
9 can't -- you know, we can't lose sight of the safety margin
10 here that whenever you increase traffic or you put them into a
11 smaller corridor, you put them into not as much separation of
12 altitude based on a variety of factors, whether it's weather,
13 whether it's geography, or whatever. You've increased the
14 safety issue and we need to not lose that, and we're already
15 congested where we are and we've been very fortunate that we've
16 been able to kind of mitigate and watch what we do. But I
17 would caution all of us, and I think Paul will say something on
18 this a little bit, we have to watch what we do and we've got
19 some areas that we know that we've been operating out of for
20 years that are congested corridors, congested portals,
21 congested, you know, areas of operation. I don't want to call
22 them routes and such.

23 In the original Denali supplement there is a
24 statement in there that says this is a high traffic area.
25 Well, anybody in their right mind would go, dang, here we're

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1 advertising like this is a known safety concern. So what are
2 we doing? So we need to take a little better look at how we do
3 this, you know.

4 And I would hate to -- I'll play the devil's
5 advocate. I'd hate to have any sort of accident, whether it be
6 a fatality or a fender-bender or what, show up as a result of
7 this because we're trying to protect somebody's natural quiet.
8 I mean it's for all users, but we've got to be very, very
9 careful of what we're doing. And we're already in a very
10 congested area.

11 And I'll use an example: Triple Lakes. Triple
12 Lakes is a concern. We need to decide, what are we going to do
13 with that? That's a very popular ingress and egress route into

14 the Park, and that's what -- you know, our phone call, we've
15 got to take a look at that.

16 SUSANNE RUST: So before we go there, can we
17 get to that -- get to a little more specific a little farther
18 down. And I agree, I think that in terms of -- we need to
19 think of safety as we move through any of this decision-making.
20 And I think that that was one thing that did come out of our
21 meeting the other day, is we -- safety did emerge as, you know,
22 okay, we can't -- we do this because it's safer to do it this
23 way or -- and the importance -- another theme of our -- the
24 importance of active education regarding aviation use in Denali
25 National Park.

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1 You know, we keep talking about this, but one
2 thing I think that was really important, as we went through
3 this specific information, is that as we do this, it changes
4 this, and as we do that -- and educating both Park Service and
5 user groups, you know, that there's a give and a take. You
6 know, if we give a little here, we can't just go completely
7 away. So if we move here.....

8 (Fans shut down)

9 TOM GEORGE: That was nice.

10 SUSANNE RUST: Yeah.

11 (Simultaneous comments on fans shutting down)

12 SUSANNE RUST: So where was I?

13 THE CHAIR: Educating users.

14 SUSANNE RUST: Educating users. But that as
15 users are educated, then when we're operating as ordinary, they
16 understand why we're there and we're not over there. I mean
17 there's just so much space to be over the Park.

18 THE CHAIR: And so they can choose where to
19 go.....

20 SUSANNE RUST: Absolutely.

21 THE CHAIR:with knowledge of that.

22 SUSANNE RUST: That's -- and then that becomes
23 a product that we would hope to develop. You know, okay, part
24 of the education to the Backcountry desk and to the Park
25 Service staff, you know, well, you have these expectations in

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1 these areas, you have these expectations in these areas, and
2 operators are working to do these things. And this is how it
3 affects the Park. Also the opportunity to educate general
4 aviation pilots about best practices, and the air taxi
5 community about the best practices of what we can do.

6 Let's see, we also identified the importance of
7 the sound locations for sound monitoring devices during the
8 2009 season. There are two. And I think there was some
9 discussion about that and maybe, Tom, do you want to speak to
10 that?

11 TOM GEORGE: Well, we've got -- we did discuss
12 it in this meeting and have some thoughts. I think it's
13 probably best in this case if we wait till whatever report we
14 get from the Park Service and then come back to that,
15 presumably, later in the meeting. But, yeah, definitely, there

16 are some -- I think we've got at least some preliminary
17 thoughts on sound monitoring for the summer.

18 SUSANNE RUST: Does anybody want to stop me
19 right now? Okay.

20 TOM GEORGE: You're on a roll.

21 SUSANNE RUST: Okay. Whooo.

22 TIM CUDNEY: That's a good sign.

23 SUSANNE RUST: Questions to be answered. We
24 want to determine the impact of sound at varying altitudes on
25 the on-the-ground users' perception and quantify it. And this
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1 was something that came out of this group, out of our meeting,
2 just understanding sound. I think that the thing I'm realizing
3 is I'm learning about understanding sound and the impacts, the
4 decibel levels, the duration, the intensity, how it spreads,
5 but we want more information so we're all educated on that.
6 And we suggest a field trip where we actually do some tests so
7 that we can understand it, quantify it. Maybe at Talkeetna
8 with a plane.

9 CHARLIE SASSARA: Why don't you just go to the
10 Ruth?

11 SUSANNE RUST: I think that -- well, I think
12 the idea was to do something that's.....

13 CHARLIE SASSARA: I know, but it's -- I think
14 we're going to go down -- if I may push back a little bit on
15 this trying to quantify, because these -- we're making
16 subjective observations and we're not ever really going to get
17 to be able to quantify these elements, I don't believe.
18 Because it will move -- we don't have enough time to narrow it
19 or to build that kind of case.

20 And so it's a little bit of trust of, you know,
21 what do we think it is, you know. Because you need -- if
22 you -- to have an emotional connection to this stuff, you've
23 got to experience it in the places that it's happening and then
24 you'll have an understanding of the impact. To try to do it in
25 an airport where there's already an expectation of noise, I
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1 think we're going to get off-track, you know.

2 JIM EDWARDS: Charlie?

3 CHARLIE SASSARA: Yes, sir?

4 JIM EDWARDS: I represent an agency that has to
5 deal in law in saying this is acceptable and if somebody
6 violates that, we'll take action. Without quantification, I
7 have no way of operating. And I understand what you're saying.
8 And I think what you're saying is that within the spirit of
9 this committee where you're looking for voluntary things, that
10 goes back to the question I was trying to ask you.

11 If you're trying -- want a climbing experience
12 where you never see an airplane or hear airplane noise, I don't
13 have much sympathy for you because I don't think that's
14 practical in this world. But if I could understand what you're
15 trying to achieve, maybe I can help you get there.

16 CHARLIE SASSARA: I appreciate that perspective
17 quite a bit, and it is in the spirit of what this group can do

18 together in terms of the voluntary efforts and -- because we
19 have limited resources and we're just going to bring our
20 judgment to the floor and say this is what we think it is. And
21 the only thing that's going to actually happen in terms of
22 goods is going to be whether the operators think that it's in
23 their benefit, long-term and in the spirit of it, to do it.
24 It's completely voluntary.

25 So going back to quantifying these elements and
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1 using them for a standard is a rabbit hole that we will never
2 get out of and -- but from your perspective and as a regulator,
3 you have to be in that world.

4 THE CHAIR: If there were regulations.

5 CHARLIE SASSARA: Yeah. But this is not
6 regulatory. This is subjective.

7 TOM GEORGE: And I'm sorry, Charlie, you
8 weren't at the meeting so that you could kind of have the
9 characterization of the group.

10 CHARLIE SASSARA: Right. I screwed that up.

11 TOM GEORGE: Because I think in this case
12 quantifying isn't talking about an absolute DB level and at no
13 time are we talking about standards. Some of the questions
14 were, you know, what's the relative impact on a group,
15 realizing that each of us as individuals either has different
16 levels or hearing or different sensitivities.....

17 CHARLIE SASSARA: Right.

18 TOM GEORGE:as a group, to whether it's
19 better to, you know, run an airplane at a higher altitude where
20 the duration is longer, but the intensity is a little lower.
21 And so the talk of this actually, literally, was kind -- that's
22 why the term like field experiment.

23 CHARLIE SASSARA: Right.

24 TOM GEORGE: Not unlike kind of what we did at
25 the Park as a listening exercise. But in this case, coordinate

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1 that actually with an aircraft flying over at a couple of
2 different altitudes and some discussion among the group. And
3 so, again, we're not -- nobody is talking about standards here,
4 but it is to try and get at this issue of best practices.

5 CHARLIE SASSARA: Right.

6 TOM GEORGE: And so within the realm of, you
7 know, are we better off talking about 2000 feet or 4000 feet or
8 what.

9 CHARLIE SASSARA: Right.

10 TOM GEORGE: So that's the context of this.

11 CHARLIE SASSARA: I think that's really good.
12 And I wanted to build on something that Tim was talking about
13 relative to safety, which is basically what we're talking about
14 is just getting enough room between operating and being on the
15 ground. It's not about eliminating one or the other. It's
16 just getting enough room. And his comment, well, if you, you
17 know, put people down into a corridor, you're creating other
18 problems and a higher intensity.

19 So it's -- all we're talking about is just

20 getting some distance. And to answer it from my perspective
21 about what type of sound, it's the intensity that -- it's not
22 that you hear it all the time; it's the intensity. Because
23 having been on walls, when a helicopter shows up in Vegas and
24 they want to show you, the client, you know, oh, look at these
25 guys, and they're 100 feet away, it'll blow your mind. Right?

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1 Well, we don't have that kind of situation
2 here, but we have.....

3 TOM GEORGE: Yeah.

4 CHARLIE SASSARA: Yeah, right. But I mean
5 sometimes what happens is we become the monkey in the zoo. Oh,
6 look at the monkey, you know. And let's go see what it looks
7 like. Right? So it's the intensity; it's not that you have
8 the sound.

9 TOM GEORGE: Well, so, I think actually we're
10 agreeing with you that this is a more visceral thing.

11 CHARLIE SASSARA: Yeah.

12 TOM GEORGE: And that's why we do -- whether
13 it's at the Ruth or some other place.....

14 CHARLIE SASSARA: Right, okay.

15 TOM GEORGE:we do need to participate in
16 some fashion in this, and that's all that's being said here.

17 CHARLIE SASSARA: Right. Because I joked
18 earlier, which is one of the solutions, we just give everybody
19 Boz headphones when they get out on the glacier. Right? And
20 for 200 bucks, everyone's hearing is fine. You know, we
21 protect the hearing in the aircraft, but as soon as you get
22 up.....

23 SUSANNE RUST: That's a great idea. Perfect.

24 CHARLIE SASSARA: No, I mean, it's really -- I
25 mean, I laugh because when Jay is in here, he's going there's

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1 no problem. Right? You know, it's just giving some distance.

2 SUSANNE RUST: But what Tom said is accurate.
3 The idea is to understand the sound. It's not to.....

4 CHARLIE SASSARA: To feel it, yeah.

5 SUSANNE RUST: Well, and also to understand how
6 it works; that if you're at 5,000 flying above versus at 2,000
7 feet, what decibel difference does that make? Does it make a
8 difference? So that we know flying over the Ruth at such-and-
9 such decibels, does it -- I mean, at such-and-such altitude,
10 does it make a difference? What do you have to do in order to
11 make a difference? And that's kind of what -- and the other
12 reason.....

13 CHARLIE SASSARA: The big part of it is power.

14 SUSANNE RUST: Right. And that's something
15 that can be looked at, too.

16 TIM CUDNEY: I just -- go ahead, go ahead. No.

17 SUSANNE RUST: I think I just lost my train of
18 thought. CHARLIE SASSARA: Because you can get
19 close and gliding.....

20 TIM CUDNEY: The reason why I'm saying this,
21 I'm actually -- I'm just having a little sidebar here, is what

22 do you think the decibel level of that furnace kicking on is?
23 Because the minute that kicked on, I probably lost 50 percent
24 of what you were saying.

25 SUSANNE RUST: Yeah.

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1 TIM CUDNEY: No, I'm.....

2 JIM EDWARDS: That's probably somewhere around

3 50.

4 CHARLIE SASSARA: That's a nice observation.

5 Yeah.

6 TIM CUDNEY: I mean, literally, because I

7 was -- all of a sudden.....

8 CHARLIE SASSARA: And then the last thing I

9 would throw out there is.....

10 GUY ADAMS: I would say probably around 60

11 or.....

12 TIM CUDNEY: Sixtyish or so? Yeah.

13 CHARLIE SASSARA:is that.....

14 JIM EDWARDS: 50 or 60.

15 CHARLIE SASSARA: We have an opportunity to --

16 we're talking about the future, also, not just what happens in

17 June because, you know, you have commercial interests that

18 you've got to be able to make payments and there's an intensity

19 around the commercial life, that I very much appreciate. But

20 we have the opportunity as, thinking in the future, about the

21 kind of experience that we want our kids to have and preserving

22 that opportunity, both as an economic opportunity, but for

23 people to be there. So.....

24 JIM EDWARDS: You're making a point that really

25 revolves around values.

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1 CHARLIE SASSARA: Yes.

2 JIM EDWARDS: No one group is going to achieve

3 their values and not compromise. There is going to have to be

4 compromises because there's people coming up here from the

5 Lower 48 that say this is my national park; I want to see it.

6 Frankly, I think sightseeing is one of the best ways to provide

7 them an opportunity without completely devastating the

8 landscape. There's the cost of noise. So whatever we come up

9 with is going to be a balance, and that exactly talks to Tim's

10 point about if we concentrate all the air traffic in one

11 corridor, that creates a safety issue that becomes a very high

12 concern of my agency.

13 So anything we do is going to have to be a

14 compromise and balance, and I think we need to recognize that

15 right here, right now; that if I understand precisely what it

16 is, you don't want a helicopter coming up and looking at you on

17 a face, and I agree with you. But there happens to be a rule

18 already that says you can't operate an aircraft within 2,000

19 horizontally or if you're not 500 feet above personal property,

20 including a human being.

21 CHARLIE SASSARA: I have never seen a three-

22 ring binder of rules stop someone in the air.

23 JIM EDWARDS: No, but the point is there's no

24 sense making rules and trying to do things that are.....

25 CHARLIE SASSARA: No, this is all voluntary.

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1 JIM EDWARDS: Excuse me. That are already
2 there. Part of it -- I think one of our approach is needs to
3 be to try to educate the public, including that guy that would
4 do something like that, and what that does to you. If that
5 jeopardizes your safety, which I think it probably does, I
6 think I can probably talk people out of doing that.

7 THE CHAIR: Okay. Joan and then Nan.

8 JOAN FRANKENVICH: Take it back to what, you
9 know, the work group was talking about and the context there
10 was in order to come up with some voluntary measures, we
11 realize that even though we did the exercise with the
12 headphones in Denali and we can look at the decibel levels and
13 the standards in the Backcountry plan, it's hard to really
14 know. And, yes, it's absolutely values and it's absolutely
15 subjective. And so we realize that, but we need to feel it and
16 we felt like we were having a discussion, is it better to be
17 low and fast? Is it better to be high and longer? We really
18 don't know. And at what point -- and there's some point, I
19 think, for all of us, not the same place for all of us, but
20 there's a point for all of us when it gets far enough away, you
21 know, we can hear it, but it's not a concern.

22 And so the idea was to get on the ground and
23 have maybe a couple different kind of planes and say, okay, I'm
24 flying over you at 500 feet, flying over at 1,500 feet. You
25 know, is 4,000 feet half as quiet as 2,000 feet? We really

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1 don't know. And so it was just to get a feel. And we might
2 not all come up -- we realize we won't all come up with the
3 same answer, but hopefully if we could get a big enough group
4 and maybe we want to get some townspeople if we're in Talkeetna
5 or wherever, to say, okay, at 4,000 feet or 1,500 feet, 80
6 percent of us, that noise doesn't bother us. That's useful to
7 us.

8 It's not scientific; it's subjective, but it
9 was just to get a feel where do most people, not everybody,
10 where do most people -- where is that level? Because I kind of
11 see us going to voluntary ideas on, in this area, if you could
12 keep this altitude. But we don't feel, even with the
13 soundscape data, we don't have a good feel on what does 1,000
14 feet mean, what does 2,000 feet mean, what does 3,000 feet? So
15 it's trying to get a sense for that. It's going to be
16 different in different places.

17 We're never going to get an absolute because
18 the Ruth Gorge is very different than the tundra, than the
19 forest of Talkeetna. And I also see what -- sure, I think it
20 would be great to go to the Ruth Gorge, but if not possible --
21 I was never intending it to be at the airport. I mean, I think
22 we need to get away from the airport.

23 TOM GEORGE: It's got to be away from the
24 airport.

25 JOAN FRANKENVICH: We need to kind of get in

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1 the mode of we're having an outdoor experience, wherever we do
2 it, Ruth Glacier, Talkeetna, not a noisy environment, to truly
3 get that feel, which I think covers your concern.

4 NANCY BALE: Has Susanne actually finished her
5 report?

6 JOAN FRANKENVICH: No. Not even close. We got
7 sidetracked.

8 NANCY BALE: So should we maybe let her finish
9 it and then kind of write down your questions as you go?

10 SUSANNE RUST: Okay.

11 TIM CUDNEY: Thank you, Nancy.

12 THE CHAIR: I do have one thing for Jim. Our
13 assumptions document is that statement of balance -- and we'll
14 get to that. Anyway, so go ahead, Susanne.

15 SUSANNE RUST: Okay. Things that we decided we
16 were working towards as a group: there are some things we feel
17 that can be done and that operators support to make a positive
18 impact on ground users. There was some discussion about the
19 summit tour.

20 And what we did is we actually -- what was
21 great is we had some of Brian's suggestions and we worked from
22 those. We also talked about -- because Nancy and Joan were
23 there, we talked about north side, south side issues, so I'll
24 kind of go back and forth. But two things that were good
25 discussions: the summit tour -- operators were not supportive

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1 of an altitude restriction. However, I thought that there was
2 some good comments and some good support for the recommendation
3 based on winds and safety first; that they stay east of the
4 summit and to the north of the north peak. So we're going into
5 a little bit of specifics here.

6 This will keep planes away from the high camps
7 and I think that that.....

8 THE CHAIR: East of summit and north of.....

9 SUSANNE RUST: It'd be east of the summit and
10 to the north of the north peak. And the idea was trying to
11 take and not -- those are areas where people stay for a good
12 length of time. So we're trying to think in terms of what the
13 climbers' experience is. And in operating in a way given
14 appropriate weather conditions and appropriate winds, that we
15 could shift the traffic this way. And the operators that I
16 spoke to said, you know, well, that's a possibility, that's a
17 good -- you know, that's something we could do.

18 And so I thought that that was at least
19 something to come forward with and was encouraged by that.
20 Another example was the Kahiltna Pass. I think one of the
21 suggestions was to maybe I think -- I don't have Brian's work
22 with me right here, but.....

23 BRIAN OKONEK: We could go west of Kahiltna
24 Dome and.....

25 SUSANNE RUST: And Mount Crosson. I think that

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1 operators felt that would compromise safety for a number of

2 reasons. There are down drafts and terrain clearance, ability
3 to maneuver airplanes is limited, and turbulence. So they felt
4 from an operational perspective, these are the things they're
5 up against. And I hope this isn't getting too detailed. Am
6 I....

7 TOM GEORGE: No, this is -- nope.

8 SUSANNE RUST: Okay. That a better choice
9 would be to minimize time at the upper Kahiltna, really
10 looking -- because we cross at about 12,000 feet. But instead
11 of gaining altitude and maybe circling there, backing off and
12 getting your altitude before you get there. And so being
13 higher at cruise power, so avoid climbing or circling right at
14 the -- before you get there.

15 So that was -- so what happened -- I have to
16 say, though, that even getting to this -- I mean, this was --
17 it took us awhile, didn't it? I mean, and we were -- I
18 think -- who was it.....

19 JOAN FRANKENVICH: We bounced around a lot of
20 topics.

21 SUSANNE RUST: And who was tired by the end of
22 the day?

23 JOAN FRANKENVICH: Oh, my gosh.

24 SUSANNE RUST: I mean, just to get to these
25 things. So please bear with us in that, you know, we did try
00091

1 to work through them. I have a couple of.....

2 TOM GEORGE: Susanne, let me just elaborate on
3 this that, yeah, they looked at an actual alternate route and
4 for a variety of operational reasons said that, no, as a
5 routine fashion, no, we don't want to encourage pilots to do
6 that. We think we're -- you know, there are safety issues in
7 doing that.

8 BRIAN OKONEK: Susanne, how -- well, I'll ask
9 you questions later. Keep going.

10 TOM GEORGE: Well, however, that, you know,
11 recognizing that people do cross the Kahiltna, this notion
12 that, yeah, sometimes if you approach the pass and it's
13 questionable whether you're high enough. Well, then you sit
14 there at a high power setting, climbing. Well, of course,
15 you're generating a lot of noise.

16 So, again, as a best practice standpoint, if we
17 can get people to have climbed higher and not sit there and
18 orbit, that that should reduce the noise generated in that
19 specific area. And so this is the kind of thing -- and, again,
20 to have that discussion you actually have to have the
21 operators -- because different operators are operating, you
22 know, on the north side, on the south side in specific areas.
23 You almost can't have the discussion until you have the
24 operators that are operating in that area present to explain.
25 And I learned a whole lot of things about operations in a
00092

1 number of these areas.

2 So, you know, that is the value of the work
3 group and Susanne is trying to cover at a fairly high level

4 what represented several hours of discussion. I think the
5 thing that, though, to -- that a step beyond this is to try and
6 actually capture what came out of that meeting and write it
7 down at least in draft form as a step towards,
8 institutionalizing isn't exactly the right word, but to, you
9 know, get some documentation of this, you know, both to
10 communicate around and also to have something then to look and
11 see, okay, if these things are done, does it make a difference
12 in your world. So that's where this is going, just so you
13 know.

14 SUSANNE RUST: Yeah, and so that will be the
15 next step down a little farther. And whether I can answer
16 specific -- it was really good and I think that if we.....

17 TOM GEORGE: And that the next working group
18 would be the place to.....

19 SUSANNE RUST: Yeah.

20 TOM GEORGE:go into more technical
21 discussion of specifics.

22 SUSANNE RUST: And to go into real detail,
23 because it was really helpful because Randy was there, Paul was
24 on the phone, Eric was there, Ron.....

25 JOAN FRANKENVICH: He wasn't on the phone.

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1 SUSANNE RUST: Oh, he was on -- we talked with
2 him before.

3 JOAN FRANKENVICH: Oh, okay.

4 SUSANNE RUST: Sorry. But I did get his
5 feedback. And the thing is, is I -- we kind of went through
6 this process and talked about recommendations. So I had a feel
7 for where and what the trouble spots were. How well I can --
8 it's just nice in that group to work through things,
9 specifically, and we can take things back, I think, and maybe
10 that's the way to do it. We can talk about that.

11 So let me continue. Air tour operators had
12 trouble coming up with solutions for the Triple Lakes area.
13 Triple Lakes trail area. This is a great trail that comes out
14 of McKinley Village, as I understand. The trail has recently
15 been improved?

16 PAUL ANDERSON: It's being upgraded right now,
17 yeah.

18 SUSANNE RUST: Yeah. It's in Denali Air's
19 flight path. It's also a main airway between Anchorage and
20 Fairbanks. What they're currently doing is they get as high as
21 they can quickly; get high over Park headquarters and try to
22 minimize the impact at Triple Lakes. Is that correct? Am I
23 saying that correct, Tim?

24 TIM CUDNEY: Absolutely. That's another
25 sidebar.

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1 SUSANNE RUST: Okay.

2 TOM GEORGE: Yeah, there's a bunch more detail
3 there, but we shouldn't get into it here.

4 SUSANNE RUST: So I'm just trying to give you a
5 brief.....

6 TOM GEORGE: That's the next working group
7 meeting.

8 SUSANNE RUST: You know, the Great Gorge was
9 another area that -- there wasn't a very obvious solution. The
10 good news is that most of the traffic is downglacier, so we're
11 not climbing. And that's good because of the way we're going.

12 The other thing that might be able to be done
13 is to educate pilots about RPM settings, what they could be
14 using, and that can make a difference. But that was -- there
15 wasn't a silver bullet for that.

16 Little Switzerland. Brian had made a
17 suggestion of -- to approach via the Kahiltna Glacier and
18 operators were not supportive of that. And the reason was, is
19 getting a look at the landing area, coming in and landing from
20 the east, the current practice allows the operators to fly over
21 and to do it quickly and get a look at the landing area and
22 then land.

23 So this is just in a nutshell. What I'm trying
24 to do is just show you that we did something; that we didn't
25 just drink good coffee all day and hang out together.

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1 TOM GEORGE: Good coffee? For those of you
2 that weren't there.....

3 SUSANNE RUST: Yeah, because I had -- we.....

4 CHARLIE SASSARA: This is awesome.

5 SUSANNE RUST: Oh, thank you.

6 CHARLIE SASSARA: It is really great. This is
7 not something that we're going to solve today, you know, but
8 what would be really cool is if at the end of the day we have
9 some product that would say these are the things we're going to
10 try because the season is here. Right? What are the things
11 that -- little simple things that people could do that are
12 just -- let's try them. You know, like for example, one of
13 the -- is making that thing a product, you know, for education.
14 The other one would be, okay, here's our three best practices
15 that the group came up with that we want to try this year. And
16 not get -- try to get too -- like we've got to solve it all
17 before we produce, because we've got to experiment a little
18 bit.

19 And I think that where we really can show some
20 success is if we come out of this thing with actual products
21 that Sally talked about earlier as a goal for this day.
22 Because if we can do it this year, you know, we'll be
23 successful.

24 THE CHAIR: And the experiment is not just for
25 the -- you know, how successful is it for on-the-ground users,

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1 but how successful is it for the operators.

2 CHARLIE SASSARA: For the operators and
3 everybody, you know.

4 THE CHAIR: You know, is it practical? Is it
5 safe? Did we.....

6 SUSANNE RUST: Right.

7 CHARLIE SASSARA: For us as a group.

8 THE CHAIR:not think something through or
9 whatever. So, yeah.

10 SUSANNE RUST: And I do want to -- I think it's
11 important -- Tim and I were talking about this, just
12 representing operators. I really think it's important for
13 people to be aware, and I think you are, of the economic
14 situation. This year is going to be a -- I mean, I hope that
15 this year or maybe next year will be anomalies, but the number
16 one thing that will affect overflights this year is going to be
17 the economy. And I can tell you that, you know, as operators
18 we will be struggling and I think they can back me up from
19 ATIA. People are going to be struggling this year just to get
20 through. And, hopefully, you know, everybody will survive it.

21 THE CHAIR: Yeah.

22 TIM CUDNEY: On that note, there are already
23 some operators in Grand Canyon that have shut down. There are
24 some operators in Hawaii that have shut down, and those are
25 operations that work year-round, not just in a four and a half
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1 month window like we do.

2 CHARLIE SASSARA: These guys had trouble in
3 Hawaii before you were there.

4 TIM CUDNEY: Oh, I was with that, but I know
5 that was equipment failure.

6 CHARLIE SASSARA: Sure.

7 TIM CUDNEY: But Susanne is right. This year
8 there is going to be a natural reduction of noise, but on the
9 flip side of that, there will be a natural reduction of on-the-
10 ground visitors.

11 CHARLIE SASSARA: Yeah.

12 TIM CUDNEY: So maybe one will.....

13 TOM GEORGE: So everybody will be really happy.

14 CHARLIE SASSARA: Well, not really.

15 TIM CUDNEY: But it's not necessarily going to
16 give us a benchmark.

17 TOM GEORGE: A true benchmark.

18 TIM CUDNEY: And, I mean, we were talking
19 earlier with Paul on issues. We've had years and years of
20 continued growth, even after 9/11. We've had great growth.
21 This is not necessarily a reality check; this is just -- it was
22 time, you know, and so we're going to see a lot of changes, you
23 know. It'll be interesting to see how many climbers go on
24 McKinley this year. I don't know what the preregistration
25 looks like, but.....

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1 SUSANNE RUST: I think that climbing numbers
2 are pretty good.

3 MIRIAM VALENTINE: It's not a downturn.

4 TIM CUDNEY: It's not? Hmm.

5 SUSANNE RUST: Well, interestingly, one thing
6 just to put it into scope is I know that I've talked with some
7 folks and they say that, you know, they're more worried about
8 2010 for climbing because people are planning farther out for
9 those trips. They have to make arrangements. In 2009, we're

10 going to see, you know, the grandmas and grandpas and aunts and
11 uncles that their 401K or retirements, that they can't come;
12 they can't afford to come or spend the money.

13 And one thing is I'm reducing my staff
14 significantly to anticipate this. So that will be a product.
15 And I think that that's one thing we have to take into account.
16 I think this year it will be anecdotal information. You know,
17 how does this work? And I think that that's going to be part
18 of our job, and I think that's kind of the next step, is we're
19 going to have to figure out a way to get feedback. You know,
20 if we do something, how are we going to know it's helping? How
21 are we going to know that it made a difference.

22 So what we're planning to do is kind of come up
23 with kind of best practices, some things that we glean from
24 these meetings. We probably won't achieve everything by this
25 summer, but if we can get something out, even a couple of
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1 recommendations out to the operators and get them to sign on
2 and be educated for the summer and educate their staff, that's
3 something we could do.

4 I think that we need to develop -- Tom, help me
5 out. Develop means to communicate? What was I thinking or
6 what were you thinking?

7 TOM GEORGE: Yeah, the -- well.....

8 SUSANNE RUST: I was.....

9 TOM GEORGE: Again, the means to communicate
10 is -- I mean, part of it again is this map and things like that
11 that will come out of this, which, again, is going to -- those
12 are longer-term things. We're not going to apply it to this
13 summer. So let me actually back up.

14 We don't think we're going to be able to pull
15 off another working group meeting before this season. We're
16 too late in terms of people's training cycle. So what we think
17 we can do is from the notes from this meeting, capture and
18 quantify a couple of these best practice areas where we think
19 there are some recommendations that can go out; get these out
20 to the operators. You know, first of all, obviously, bring in
21 any comments -- specific comments they may have, back to us.
22 But also to wherever they can, you know, implement them this
23 summer. And then probably aim for a working group meeting in
24 the fall where now we can -- yeah, we'll see what happens and
25 do we need to tweak those? Can we then maybe take some
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1 additional areas and work those areas?

2 So that's realistically what we think we can
3 accomplish and that, again, gives us a couple things going
4 forward, which is -- and also gives us a process to see. I
5 also want to say that even though like in the Triple Lakes
6 area, even though that we didn't come up with a specific set of
7 recommendations, at least one of the operators said, oh, this
8 is the first time I even knew there was a trail there.

9 So there's, again, an awareness and a
10 communication that's going on just by having these meetings
11 with the principals in the air tour world, specifically, and

12 folks -- you know, again, the ground information that I think
13 is very valuable. The harder thing down the road is going to
14 be actually figuring out the GA piece of this. But, again, I
15 think that's work yet to come. But, obviously, the lion's
16 share of the flights are in the air tour world, so that's the
17 place to start to see where we can do the most good. So I
18 think that's the first part of it.

19 We did also talk about draft recommendations to
20 the Park Service concerning an education program and I'm happy
21 to take an IOU to start working on that. I haven't done
22 anything so far, but it's very clear that we all need increased
23 awareness of, again, what aviation does in the Park. And it's
24 not only the air tour world, but how aviation is used by the
25 Park itself. The military pieces that we heard about this

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1 morning, that needs to be part of our education process that
2 goes out on all fronts. So we'll be working on some
3 recommendations there.

4 SUSANNE RUST: Tom?

5 TOM GEORGE: Yes?

6 SUSANNE RUST: I think in just -- on Develop
7 Means to Communicate, I think just being able to get feedback
8 flowing, I think that that's -- I think that I wrote it. I
9 think that's what I meant, was to get information flowing about
10 what's going well and what's not so that we're not stranded at
11 the end of the season without information, without feedback
12 that's timely. But something needs to be set up and decided
13 about how to do that and I think that that is a product. I
14 mean that's something we have to do and how do we do it.
15 Because otherwise how do you gather the information?

16 TOM GEORGE: Well, and, again, to be specific
17 on that, if some of these changes they're trying to make around
18 the summit flights are designed to reduce noise in your higher
19 camps, we talked about the fact that, well, the climbers come
20 and go through there. I mean, you may get some feedback from
21 them, which would be great. But, presumably, your rangers or
22 whoever that are stuck on the mountain are there for a much
23 longer period of time. So we need some way, actually, to get
24 feedback from them as well, and that's something that we need
25 to include.

00102

1 PAUL ANDERSON: You can obligate them.

2 TOM GEORGE: Yeah. So that's the other part of
3 this; that we really probably weren't able to make that much
4 progress in the working group meetings. We didn't really have,
5 you know, a lot of representation from that side of the
6 community.

7 THE CHAIR: Nan.

8 NAN EAGELSON: Well, you know, I think it'd be
9 really great if we could institute some form of feedback that
10 comes from on-the-ground users so it's a two-way educational
11 thing. There's -- people come to Denali and see this whole
12 wilderness area with certain expectations of wilderness values
13 and, certainly, solitude is one of those. And it's intrinsically

14 different than everything outside that wilderness boundary.

15 And I think there needs to be a mechanism for
16 those people to, you know, really quantify their experience
17 because we talk about compromise, but one thing that's been
18 compromised in that park more than anything is the soundscape
19 in the last 20 years.

20 And so I think, you know, there should be a
21 two-way feedback where, you know, rather than just the
22 intermittent backcountry user that may or may not stop by the
23 Backcountry desk to write up a little comment form that I'm not
24 sure goes where, there should be a quantifiable mechanism, you
25 know, so that it's an honest, you know, exchange going both

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1 directions.

2 And, you know, it's legitimate that, you know,
3 you wouldn't seek those kind of comments if somebody was
4 hiking, you know, right on the edge of a big urban area. But
5 when they have paid money and come to a place that they see
6 wilderness written all over, they have very, you know, obvious
7 ideas of what, you know, wilderness is composed of. And they
8 should know, oh, well, wait a minute, the decibel levels in
9 Unit 9 are going to be like hell on a nice day because it's a
10 direct route. If we're going to be given feedback, I think it
11 needs to go both ways, and there has to be a very common sense
12 mechanism for those users to, you know, be able to get that
13 information back.

14 And so I would love it if we could come up with
15 something that was honestly legitimate about that experience
16 for the backcountry users so that the conversation is coming
17 from both.....

18 JIM EDWARDS: But again you're -- even what
19 you're saying is replete with value statements. You've already
20 got a point of view and a set of values. Now, the point being
21 that there is competition between user groups who feel that
22 they want different values generated in this experience. And
23 we have to have some way of evaluating what that's going to be
24 because there is competition between these groups.

25 THE CHAIR: That's why we're all in it

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1 together.

2 JOAN FRANKENVICH: I agree.

3 CHARLIE SASSARA: Jim, that's a really good
4 point and what we can use to guide us is the foundation
5 documents for the Park itself: why the Park is here, what are
6 the elements that the experience is supposed to be. Because
7 that's -- from a regulatory perspective, that's what we're
8 starting from and so we use those. Are we advancing those
9 value or what? Are we choosing to, you know, ignore them or do
10 something different?

11 It's not -- we're not having a new values
12 conversation; we're talking about this is what this thing is
13 and how are we going to perpetuate the values that it was
14 originally formed for, for out 100 years, and it's still
15 economically viable.

16 THE CHAIR: Okay.
17 NANCY BALE: I have a point of order.
18 THE CHAIR: Yeah.
19 NANCY BALE: Just to be sure that Susanne is
20 finished with her part of the report.
21 THE CHAIR: Yes.
22 NANCY BALE: But I just had a couple of things
23 I wanted to insert into the minutes from the work group
24 meeting, having been there.
25 THE CHAIR: Okay. What I wanted to do is a

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1 quick base check about where we are. We're behind schedule.
2 As a matter of information, our lunch will not be here until
3 some time between 12:45 and 1:00, so we'll have to just sort of
4 knuckle in and keep working until the lunch gets here.
5 We're due for our first public comment period
6 of the morning and there's somebody new in Talkeetna that I see
7 that may be here for that. And so my question for you is how
8 much longer -- not to rush you, but how much longer do you
9 anticipate giving your presentation? And I think we need to
10 finish that, do a public involvement piece, and then we can get
11 back into our discussion.

12 SUSANNE RUST: I'm almost ready to wrap up and
13 then Nancy has the comments.

14 THE CHAIR: And then you can have the tail end
15 of it. Okay.

16 NANCY BALE: I have a quick comment.

17 THE CHAIR: Yeah. Okay. Okay. Great. Okay.
18 So is that going to work for you in Talkeetna? Did you have
19 anything you wanted to say in a public comment period?

20 (No audio from video feed)

21 THE CHAIR: No?

22 JOAN FRANKENVICH: You're on mute.

23 (Simultaneous comments regarding the mute
24 feature on video feed)

25 THE CHAIR: So can you nod if your head if you

00106

1 would like to say something?

2 (General laughter)

3 THE CHAIR: No?

4 JOAN FRANKENVICH: No? Okay.

5 THE CHAIR: Okay.

6 TOM GEORGE: Slow motion.

7 THE CHAIR: Okay. So go ahead, Susanne.

8 SUSANNE RUST: Okay. I don't have much more.

9 So we were going to try to draft recommendations as far as best
10 practices, get those out; develop a two-way method of
11 communication it sounds like. Let's see, look for feedback on
12 sound monitoring for 2009. I think we had discussed that
13 earlier, just where we're going to put those other couple of
14 stations. Conduct a field exercise and evaluate detailed sound
15 data. Is that.....

16 TOM GEORGE: Evaluate detailed sound data for
17 areas that aren't meeting the sound standards. And, again, I

18 think we should defer that till after we hear whatever the
19 sound presentation is today and go from there.

20 SUSANNE RUST: So that kind of concludes -- and
21 I'm sure I've missed something. I'm sure that I have, but I
22 tried.

23 THE CHAIR: Thank you.

24 SUSANNE RUST: And we had lots -- I mean, Tom
25 and I were working on this late and we had so much help. I

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1 mean, the -- it was great. Nancy, Joan, everybody who did the
2 map, and then all the operators. We had everyone in
3 attendance. At least for some -- we talked -- Tom and I had a
4 chance to talk with all the operators and kind of go through
5 some things. We didn't get through everything. And then we
6 were able to have a lot of the operators at a meeting on the
7 24th.

8 So I felt that there was good participation.
9 We got a real good feel for where people were at. And that was
10 I think really positive.

11 CHARLIE SASSARA: It is amazing how far you've
12 stepped into this thing. It's just -- you should be applauded,
13 Susanne. I mean, it's.....

14 THE CHAIR: In fact, we can do it.

15 TOM GEORGE: Here, here.

16 (Applause)

17 SUSANNE RUST: Tom and Tim were -- we were all
18 there doing lots.

19 TIM CUDNEY: We had a good -- we had a really
20 good participation a couple of weeks ago. We had two -- one
21 day we just worked with the operators and then we had the other
22 folks there and it really, really made it -- we had about eight
23 hours of six or -- well, how long was it?

24 SUSANNE RUST: The first day we had about six
25 or seven hours of just.....

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1 TIM CUDNEY: Yeah.

2 SUSANNE RUST: We were trying to get a scope of
3 where people were coming from and there were people I hadn't
4 sat down in a room and spent a lot of time with, and I didn't
5 know I needed to talk to them and see where they were. And
6 that was great.

7 TIM CUDNEY: And Nancy and Joan both came up
8 with some very, very interesting points from their perspective
9 and, you know, we had some other outspoken candidates there as
10 well, but we got a lot done and it was -- thanks to ATIA's
11 office as well. It worked out very well.

12 THE CHAIR: Okay. So both Nancy and Joan have
13 postscripts related to the meeting. Nancy?

14 NANCY BALE: Well, yes. I heard providers say
15 that they felt that they were already doing everything that
16 could be done to the point of personal sacrifices with their
17 businesses, and attempts to please neighbors who didn't happen
18 to live in the Park and so forth.

19 And so I think that we really do need in the

20 documents that come out of this group to honor the fact that
21 providers have tried and list the things that have already been
22 done, along with suggesting new modifications. Because let's
23 just say -- it's not too likely in today's climate, but let's
24 just that new businesses come on line, there would be a script
25 for them to follow, so to speak.

00109

1 But one thing that was suggested at the
2 meeting, because I think that providers are feeling as if
3 they're encapsulated into certain corridors by suggestions from
4 the Park Service. What happened at the meeting was there was
5 some discussion of having two, three, maybe even four possible
6 corridors to fly in, weather permitting, safety permitting, all
7 that stuff permitting. In other words, to feel a little bit of
8 a loosening of this sense of being in a corridor.

9 And so in connection with that since Denali Air
10 typically takes off in a southern direction because the
11 prevailing wind is from the south, a suggestion was made to
12 turn and go south of the range, south of the crest. And you'll
13 see on your maps, if you would go south of the crest, you're
14 below that pink area and you're flying up the Denali Fault
15 Trench which is very scenic. It's a windy, foggy pass. Also,
16 you could go a little further south. I checked it out from the
17 plane today. And then you could cross over near Anderson Pass,
18 some place, to get the north side view if you wished, or you
19 could continue going on on the south side. So you'd have a
20 couple of subroute options.

21 So you see if you have -- not everybody has
22 that GPS map of the flight path. It might be nice of the Park
23 Service to provide one for us. But most of the flights seem to
24 be concentrated in a corridor right through the pink area which
25 then would, of course, create the circumstances where you would

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1 get complaints. So there was that suggestion that did come up
2 in the meeting, so I did want to clarify that some suggestions
3 were made to spread out the flight corridors by agreement among
4 the providers.

5 And then, yeah, the Kantishna provider came and
6 did a great presentation. And at one point or other,
7 apparently, in the year 2005 or 6, there had been some
8 conversation between the Kantishna provider and the Park
9 Service wherein he was asked to limit his flying over the
10 Denali National Park road. And the other providers in
11 attendance indicated that they felt that they were being pushed
12 away from flying over the Denali National Park road.

13 So I came away from that meeting kind of
14 curious about how the Park Service feels about planes flying
15 more in that yellow area. And that doesn't mean that you
16 switch from the pink entirely to the yellow; it means you
17 spread out. So you may not violate sound standards through the
18 problems that Susanne mentioned where if you move whole lock,
19 stock, and barrel to another corridor you're just moving the
20 impact, but if you're spreading it out a little bit.

21 And so I wanted to check with the Park Service

22 on how adamant the Park Service really was about flying above
23 the park road as opposed to flying along the foothills in the
24 more pink area. That was a question I had, because I had no
25 actual documentation to show that the Park Service had formally

00111

1 requested of the air service. There was just a he said/she
2 said atmosphere about that. And that's all I have.

3 SUSANNE RUST: Can I -- I think that -- and I'm
4 not sure if I'm correct. Tim, the conversation about flying
5 south of the trench, I didn't feel that people -- I think it
6 was a discussion, but I don't know the operators were loving
7 that idea. Is that -- or I was just.....

8 NANCY BALE: No, and there were a lot of
9 recommendations that you mentioned that weren't loved.

10 SUSANNE RUST: Yeah, right.

11 NANCY BALE: But I did want to make sure that
12 was on the table.

13 SUSANNE RUST: No, and I just am wondering, I'm
14 trying to say was there support or not, is probably what I'm
15 trying to say. Was -- I'm trying to remember. Was it
16 supported by operators or was it not supported?

17 NANCY BALE: It was a little like overdone
18 steak.

19 SUSANNE RUST: Okay.

20 (General laughter)

21 SUSANNE RUST: Because -- so that's -- I'm just
22 trying to get a feel to characterize.....

23 NANCY BALE: It wasn't -- it was sniffed, but
24 it wasn't really wasn't eaten.

25 SUSANNE RUST: Okay. Got it. And I'm just

00112

1 wondering because I think that that's one thing, is, it was
2 nice to characterize where the operators kind of stood in their
3 willingness to say, yeah, we can do that or.....

4 NANCY BALE: No, it wasn't seized upon. It
5 wasn't -- I don't think it was completely discarded, though.

6 SUSANNE RUST: No, I don't think it was either.

7 NANCY BALE: And I think it has a lot to do
8 with whether the Park Service thinks it's okay to fly over the
9 road, which we probably need to determine that.

10 SUSANNE RUST: Yeah.

11 THE CHAIR: Okay. Did we have any more.....

12 TOM GEORGE: Yeah, I.....

13 THE CHAIR:or did -- or, Brian?

14 BRIAN OKONEK: Well, I've got just a couple
15 things. As long as you're talking about headquarters towards
16 Denali, that flight route, am I correct, is it mostly Denali
17 Air that's flying that route?

18 TIM CUDNEY: No.

19 NANCY BALE: Eric flies it. He flies it.

20 SUSANNE RUST: And doesn't Fly Denali?

21 BRIAN OKONEK: Is Fly.....

22 TIM CUDNEY: Yeah, except Fly Denali has a
23 different -- they have a different approach to it. They catch

24 it at a higher altitude and probably about a quarter of a way
25 that we're already into our route. They don't follow the

00113

1 same -- since they're departing from Healy. He may also do it
2 in counterclockwise.

3 PAUL ANDERSON: But they don't go over Triple
4 Lakes as a matter of course.

5 TIM CUDNEY: Yeah, not at all. No.

6 PAUL ANDERSON: Okay.

7 SUSANNE RUST: So, really, it's going to be Era
8 and Denali Air.

9 TIM CUDNEY: Correct.

10 SUSANNE RUST: And that's a pretty direct
11 route for Denali Air and for you guys because of your location.

12 TIM CUDNEY: Correct.

13 SUSANNE RUST: Got it.

14 BRIAN OKONEK: Is the directness part of the
15 equation? I mean are you trying to get out on hourly flights
16 or something and the timing, the directness play a big part in
17 making this the most standard route to fly?

18 TIM CUDNEY: Well, it's the most efficient and
19 it also keeps us away from the congested area or congested and
20 populated areas. And, as I mentioned last time, I'd be glad to
21 fly over Park headquarters, you know, zip right across the park
22 strip and, you know, cut across the south side of the road
23 corridor, but that doesn't solve anything. That just basically
24 moves the problem to another area.

25 BRIAN OKONEK: Right. What I'm talking about
00114

1 is just all this area in pink that's between the road. You
2 know, just south of the road and north of the divide, that
3 stretch in there. It just seems to me that if you were flying
4 over that area, if you were flying that area in an easterly
5 direction, most flights might be, you know, descending more
6 than ascending on your way out through the Park.

7 TIM CUDNEY: Uh-huh.

8 BRIAN OKONEK: Which would reduce the noise,
9 especially for -- you know, if the fixed wings are flying out
10 and gaining altitude to try to get up around Denali somewhere,
11 if they could do that either over the Stampede or south of the
12 divide and then come home, you know, descending down over that
13 area to reduce the noise impact would help.

14 SUSANNE RUST: Descend over Triple Lakes area
15 on the return?

16 BRIAN OKONEK: Well, yeah, when they....

17 SUSANNE RUST: Okay.

18 BRIAN OKONEK: Yeah, descend north of the
19 divide, you know, and then you're separating, you know,
20 eastbound traffic and westbound traffic and reducing the noise
21 level over those popular backcountry units.

22 JOAN FRANKENVICH: Can we get a map back up on
23 the screen again? When Eric did that at the work group
24 meeting, it was really helpful to be able to have somebody at
25 the map saying if we did this, this, and this....

00115

1 BRIAN OKONEK: Uh-huh.

2 NANCY BALE: I'd do it, but I think it requires
3 more button pressing than I know about.

4 JOAN FRANKENVICH: Jenni is not here. Well,
5 maybe after lunch we can do that.

6 BRIAN OKONEK: And then as far as Kahiltna
7 Pass, that's a great suggestion to have the pilots gain their
8 altitude like before they get to the northeast fork of the
9 Kahiltna and go over the upper Kahiltna at sufficient altitude
10 where they don't have to do any climbing. Even better would be
11 to fly counterclockwise around the mountain and go south over
12 Kahiltna Pass. And you can still do that and do your Ruth
13 landings on the way home by going out high over the Ruth and
14 coming back by -- going counterclockwise around Denali and
15 descending to the Ruth via the west fork of the Ruth or south
16 of Hunter.

17 It's the same difference in descending whether
18 you're coming over east of Denali or west of Denali.

19 SUSANNE RUST: We did touch upon that at the
20 meeting. Correct, Tom? And I'm trying to remember all the
21 reasons that there -- and I think what I'll do is we can take
22 this recommendation back to the committee and the -- or not the
23 committee, the.....

24 TOM GEORGE: Working group.

25 SUSANNE RUST:work group. The work

00116

1 group. I think it would be a good thing to say I know we
2 visited it and I know it was taken off the table and set aside
3 because it wasn't -- for a number of reasons, and I don't have
4 those to give to you, I don't think. I'm going to look through
5 my notes and try to remember what it was, but.....

6 BRIAN OKONEK: Because when you are gaining
7 altitude over the Kahiltna, even if you do it well before you
8 get to Kahiltna Pass, you're still doing it over the climbing
9 route, you know.

10 SUSANNE RUST: Yeah.

11 BRIAN OKONEK: You're right over the Kahiltna
12 Glacier between the southeast fork and the northeast fork.

13 JOAN FRANKENVICH: We didn't discuss changing
14 the direction.

15 SUSANNE RUST: We did.

16 JOAN FRANKENVICH: Oh, you did, previous?

17 SUSANNE RUST: We did. We did and it was
18 something that we all said that's not something we want to do
19 and.....

20 BRIAN OKONEK: You don't have to go up the
21 gorge to climb up the Ruth.

22 SUSANNE RUST: Oh.

23 BRIAN OKONEK: You know, you can stay to the
24 east, you know, and you'd be high. You'd be going over that,
25 you know, well over the summit of Moose's Tooth and stuff,

00117

1 gaining to go over the pass. Just a suggestion to think about.

2 You know, right now there are no corridors, but some of the
3 most dangerous places in the range are right in the Ruth. You
4 know, everybody converges there because of the landings and the
5 scenics. I mean, it's this spot that everybody is coming into
6 from all different directions and going out of and it's just --
7 you know, so without the corridors, you're still going to have
8 some safety issues, you know. There's just no doubt about it.

9 I mean, it's just a -- it's terrifying being in
10 there, listening to the air traffic when you know the
11 landmarks. Most people don't know the landmarks when they hear
12 the airplanes and as a passenger that knows the landmarks, it's
13 like there's four airplanes right here somewhere, and I don't
14 see any of them, you know.

15 It would be fantastic if you could, you know,
16 limit your scenic flights as much as possible from the Little
17 Switzerland area. It's even in the Backcountry Management Plan
18 that the secondary use for the Pika is scenic climbing. The
19 primary use for the Pika are for skiers and climbers and
20 whatnot. And because it's such an ideal place for climbers,
21 the peaks are in the dimensions people can deal with. You
22 know, they're not all gigantic. It's a very tight, small area
23 when you camp there and climbing there and planes are coming
24 and going because it's really, really noisy. And it's a great
25 on-the-ground experience.

00118

1 SUSANNE RUST: And I can speak to that, and I
2 think that's part of that education process. It is in the
3 Denali Backcountry plan and that is the place that we shift to
4 when we can't land at the Ruth.....

5 BRIAN OKONEK: Right. It's too dangerous to
6 land at Ruth.

7 SUSANNE RUST:and in the Kahiltna. And
8 it's either for wind, for weather, for.....

9 BRIAN OKONEK: Snow conditions, yeah.

10 SUSANNE RUST:snow. And so what
11 happens -- and this is why I think the education component is
12 really important, is we'll shift and we'll do it for a good
13 reason and then all of a sudden we'll get calls: why are you
14 over there? And whereas it would be nice to have that
15 education component as air taxis shift to this, and you'll see
16 that that will happen because, you know, the 185 can't land at
17 the Ruth. So they'll shift the 185s over, but maybe they'll
18 leave the Otters over in the Ruth because the Otter will be
19 fine over in the Ruth. You know, it's rough there, but the
20 Otter can take the roughness because it's a sturdier airplane.
21 But it's that kind of education so that the climbers or the
22 users know that we're not heading over there and that's not our
23 first choice, but that's where we're ending up because there
24 aren't any other options, or any other good options.

25 CHARLIE SASSARA: This is -- I'll just throw it

00119

1 out there. Because we have such a -- there's an economic
2 impact with everything that we're talking about, this is where
3 the rubber meets the road, your most expensive activity and

4 riskiest activity is landing. That's where you bend aircraft,
5 that's where you use fuel.

6 SUSANNE RUST: Well, it shouldn't be the most
7 risky. I mean.....

8 CHARLIE SASSARA: It is.

9 SUSANNE RUST: But I'm.....

10 CHARLIE SASSARA: I mean that's where you bend
11 the aircraft.

12 SUSANNE RUST: Right.

13 CHARLIE SASSARA: That's where they get -- we
14 lose gear. It happens every year; someone turns something
15 over. That's where the insurance is paid, unless they -- you
16 know, but that's where the action is. If you're in the air,
17 you're not bending the -- you're generally not bending
18 aircraft.

19 What about only landing if the people are going
20 to spend the night and putting the marketing and the effort in
21 the experience of the flight and lower your cost of operations?

22 SUSANNE RUST: Just to speak to that, landing
23 is great for us in that, one, it's an experience. So if we
24 can't land at the Pika, let's say, and it's because the weather
25 is socked in at the Ruth or because of the conditions, so there
00120

1 are days and days and days none of the operators can land, and
2 the economic impact is huge.

3 Because what's great about a landing is you
4 land and you're not burning fuel and you get paid to do a
5 landing and so there is an economic -- and also it's for the
6 visitor. I mean the visitor is not here to speak, but they get
7 cut out of that experience. The grandma and grandpa who came
8 up and it's their one time -- I mean, I've had people in our
9 office that are just almost in tears when they leave because
10 they've not got to go on their trip.

11 And so in that way, for that user, they should
12 have that opportunity, too.

13 CHARLIE SASSARA: There are other alternative
14 places that they can go.

15 SUSANNE RUST: You know, there were years where
16 we tried to use the Eldridge. It's just that the Pika is more
17 consistent, safer. I mean, there are more options there versus
18 I think the Eldridge. So we prefer it.

19 And I think that that was something that we
20 worked through the backcountry plan hard. I mean that was
21 something that we worked through to -- because we saw that that
22 could happen, you know, that the Ruth goes, you know, by early
23 July or it goes by, you know, such-and-such, and we shift. But
24 we are thoughtful in how we do it, or we try to be. And so --
25 and I would say that just knowing the operators' conversations,
00121

1 I don't think there would be support for doing that. Even if I
2 supported it, I don't think I could get anybody else on board
3 and that.....

4 THE CHAIR: I think it's a specific Park
5 experience that's separate from overflights that there's a

6 demand for.

7 SUSANNE RUST: And, also, it gives -- the other
8 thing is it gives an option so if you don't like what you see
9 at the Ruth because it's just not what, you know, you want,
10 it's windy or it's this, you know, you go and you make a choice
11 for a better.....

12 CHARLIE SASSARA: Right.

13 SUSANNE RUST: So options are good. It's just
14 like, you know, being able to scoot around, you know, staying
15 away from the weather. So it gives more options. I hope that
16 explains it or speaks to it.

17 CHARLIE SASSARA: I understand.

18 THE CHAIR: Brian?

19 BRIAN OKONEK: And I really like your solution
20 with the summit flights. I think orbiting out to the east,
21 there's going to be fewer climbers on that side for sure. And
22 it'll be just really interesting to see how it works, and maybe
23 it'll solve, you know, all the problems.

24 I still think, though, it can be even a better
25 flying experience to view Denali from a little lower down and
00122

1 further away. It's such a big mountain; unless you're a
2 climber studying a route or a searcher looking for a climber on
3 the route, you don't need to be close to the mountain.

4 CHARLIE SASSARA: You can't see it. It happens
5 too fast.

6 BRIAN OKONEK: Its magnitude is more
7 spectacular from a fair distance and certainly from lower. You
8 know, it's.....

9 SUSANNE RUST: And I could speak to that, too.
10 I think that there are operators who have different profiles of
11 how they fly the mountain.

12 BRIAN OKONEK: Uh-huh.

13 SUSANNE RUST: And I think we have -- Erika has
14 actually flown it for us, and we often stay lower as a general
15 rule.

16 BRIAN OKONEK: Uh-huh.

17 SUSANNE RUST: But that's our procedure and
18 it's our choice. There are other operators that that's their
19 thing.

20 BRIAN OKONEK: Yeah.

21 SUSANNE RUST: And so -- and that's not one of
22 the things that.....

23 CHARLIE SASSARA: Well, it's getting the
24 operator to -- you're showing the mountain as opposed to
25 showing the climber. Because I've been in the aircraft when
00123

1 they go, oh, see, there they are. You know, and so if we're
2 not using the individual as a part of the flightseeing event,
3 you know, then you're going to get some separation.

4 SUSANNE RUST: Well, I would speak to that
5 because I got a different perspective from -- one of the
6 operators shared. He said, you know, the climbers want to go
7 up and see the summit or see the world from that place, so do

8 the flightseers. And that was.....
9 CHARLIE SASSARA: No, I was talking about
10 they're using the climber as the point of.....
11 THE CHAIR: As part of the experience.
12 CHARLIE SASSARA: A point of the tour.
13 SUSANNE RUST: Well, and I'm trying to speak to
14 that, and maybe not doing a good job. That whether the climber
15 is there or not is the perspective of just like the climber
16 wants to have that experience of seeing things from that place
17 in the world, that the flightseer also -- am I missing the
18 point?
19 THE CHAIR: I think it's two different
20 experiences and they're both valid.
21 CHARLIE SASSARA: Yeah.
22 THE CHAIR: But, yeah.
23 SUSANNE RUST: Right, right.
24 CHARLIE SASSARA: Right. I appreciate having
25 the experience of the mountain, and what Brian was talking
00124

1 about is from the different distances, you know, what that
2 experience is like and such.
3 What I was talking about is targeting a climber
4 as a point of the tour.
5 SUSANNE RUST: And that's what I'm trying to
6 speak to and I'm saying that.....
7 CHARLIE SASSARA: They do it.
8 SUSANNE RUST: Okay. I'm not.....
9 CHARLIE SASSARA: And that's -- and you're
10 flying around and you're getting closer to the individual
11 that's on the wall, right? Well, that's interesting.
12 SUSANNE RUST: Well, okay, I'm just.....
13 CHARLIE SASSARA: And it's a.....
14 SUSANNE RUST:repeating what was shared
15 with me, is that they felt that they -- and I'm just -- I'm not
16 speaking -- I'm speaking for someone else in the discussions we
17 had; that they felt the value wasn't in necessarily seeing the
18 climber. The value was in seeing and going over the summit.
19 CHARLIE SASSARA: Seeing the mountain from the
20 climber's perspective?
21 SUSANNE RUST: Yeah. Well, seeing it from that
22 perspective; that that was -- am I saying that right?
23 CHARLIE SASSARA: Okay. I can.....
24 THE CHAIR: Yeah, I suspect there's both going
25 on.

00125
1 SUSANNE RUST: Yeah. Well, I do, too.
2 CHARLIE SASSARA: Right.
3 TOM GEORGE: But I can certainly say for the GA
4 world, one of the sensitivities that I can see trying to
5 educate the GA world is to say, hey, a lot of climbers don't
6 appreciate being used as targets, so please, you know, again,
7 put some separation -- in other words, if you see a climber,
8 that is not the invitation to go over and see how close you can
9 get. In fact, you should be thinking about standing off more.

10 CHARLIE SASSARA: Because if they want to be
11 tight like you're talking about, they can be on the east side
12 and the north side of the mountain and impacting no one.

13 SUSANNE RUST: Well, isn't that what....

14 TOM GEORGE: Tight to the mountain?

15 CHARLIE SASSARA: Yeah.

16 SUSANNE RUST: Yeah.

17 TOM GEORGE: Yeah.

18 CHARLIE SASSARA: Yeah. Just not be tight
19 where the people are. That's all.

20 SUSANNE RUST: Right.

21 CHARLIE SASSARA: Which is the way that you
22 guys have it, it looks good.

23 BRIAN OKONEK: Yeah. And it is interesting;
24 I've talked to people with cabins on the south side and I think
25 the air taxis are doing a very good job at departing Talkeetna

00126

1 and returning. It's just that we're right where all the
2 traffic is. You know, I don't know where else you can go,
3 because you're going to go over somebody's cabin. One person
4 will say that they don't like the high traffic because they
5 hear it for much longer, you know, all day long they hear an
6 airplane. But if they're over a place where everybody is
7 returning low, it's like waaaaaw-waaaaaw, you know, 100 flights
8 a day and that gets really old, too.

9 You don't even notice the high flights anymore
10 because the low flights are drowning them out. But I would
11 just encourage your pilots to basically come home as high as
12 possible over the low lands. You know, not to fly low enough
13 to enjoy views of bears and moose and stuff, but to stay as
14 high as they practically can for landing in Talkeetna.

15 SUSANNE RUST: Well, and some of that is
16 setting up a descent because you're coming off -- I mean
17 there's a profile to come into Talkeetna to lose your altitude.

18 BRIAN OKONEK: Right.

19 CHARLIE SASSARA: Right.

20 SUSANNE RUST: And you know that.

21 BRIAN OKONEK: Right. Uh-huh.

22 SUSANNE RUST: And I think we can encourage,
23 you know, sticking with that. One of the things we did discuss
24 is, you know, what's part of this group's, you know, charter
25 in -- or our mission and outside the Park is something

00127

1 that's -- we didn't spend as much time working on because we
2 felt like the stuff inside the Park is what we're tasked with
3 doing.

4 BRIAN OKONEK: Right.

5 SUSANNE RUST: I think the operators, at least
6 I can speak for the ones I've been working with on the south
7 side and I think north side guys seem to be -- were trying to
8 listen, you know, because I get calls from, you know, Kevin
9 and, you know, I can name some of these people. I've had them
10 in my office, you know, talking and trying to, you know, find
11 ways to make it, you know, a better experience for them.

12 BRIAN OKONEK: No, I think the operators have
13 gotten much more sensitive. I've actually seen an improvement,
14 even though there's more traffic. I mean it used to be at our
15 cabin, I mean, there was lots of treetop flying. Lots and lots
16 and lots and lots. I mean, all day long, you know, see planes
17 coming over that actually had to climb out of going up Swan --
18 down Swan Lake to get over the trees at the end. And that is
19 not the norm anymore; it used to be. But -- so people have
20 improved. But it's just -- this is where it's really important
21 to educate the pilots, you know.

22 SUSANNE RUST: Well, and I think it's a good
23 opportunity. These are simple things we can do, and we do. I
24 mean we start and we -- there are a couple of guides, you know,
25 cabins, and we even point out, you know, please stay away from
00128

1 here, do this, you know. But then part of that education
2 process is talking to folks about, you know, when the weather
3 is not good or, you know, it's lower here, you know, decisions
4 are made based upon that and people sometimes don't have that
5 vision to think or look. Well, it's just -- oh, it's an
6 airplane, you know, it's low, and it's low today and so.....

7 CHARLIE SASSARA: And why isn't it here?

8 SUSANNE RUST: Yeah.

9 TIM CUDNEY: Yeah, that's the other side of it.

10 CHARLIE SASSARA: Because I don't care how long
11 it is.

12 SUSANNE RUST: But it's -- so I think the
13 education component, I really think that that is one thing that
14 I have taken away from that, is that educating people on what
15 we actually can do and are doing so that they know, you know,
16 that, yeah, we come over to the Pika, but we only come over
17 there when we can't -- you know, and why are there 185s over
18 here and the Otters aren't over here? You know, why -- well,
19 because the Otters can land here and the 185s can't. You know,
20 so just having enough information available so that people do
21 know that something is being done. And I think that that helps
22 things at least.....

23 CHARLIE SASSARA: It's going to be super tough
24 because you don't get the return client, you know, and it's not
25 like the information is passed on to someone; it's a one-time
00129

1 deal. And it'd be a -- I applaud the effort, but I think it's
2 going to be a very difficult thing to become effective because
3 the clients go away.

4 SUSANNE RUST: But don't you think that working
5 with guides and.....

6 CHARLIE SASSARA: Oh, that's true, the guides.

7 SUSANNE RUST: Well, you need to be creative.

8 CHARLIE SASSARA: Yeah.

9 SUSANNE RUST: I mean you're asking us to be
10 creative.

11 CHARLIE SASSARA: Yeah.

12 SUSANNE RUST: We need to all be creative. And
13 asking the guides to, you know, maybe have a briefing, you

14 know, and talk about some of the things that are being done and
15 then why certain things happen so that they know and can speak
16 to those.

17 And it's just like in the Park, you know, kind
18 of providing a vision for what -- aviation does play a role in
19 the Park, and keeping it roadless. All that helps people
20 understand and be a little more patient with the process. I
21 think if we're all a little more patient, we'll all get a
22 little farther.

23 BRIAN OKONEK: Just one other suggestion.

24 SUSANNE RUST: Uh-huh.

25 BRIAN OKONEK: As far as departing the Ruth and
00130

1 going down the gorge.....

2 SUSANNE RUST: Uh-huh.

3 BRIAN OKONEK:what makes a huge
4 difference is planes that fly pretty much just straight down
5 the gorge are much, much quieter than planes that kind of fly
6 in and out of the little side glaciers on the gorge. You know,
7 there's little kind of side alcoves. And as soon as the planes
8 fly into those and then bank out of them, the noise is just
9 amplified. It's just unbelievable, Susanne, how much echoing
10 you get and stuff.

11 So if they can just stay on the -- just fly
12 straight on down the gorge without doing any maneuvering or
13 turning up into any of the little side -- like planes sometimes
14 turn up that little side glacier between Vicky and Bradley (ph)
15 and the noise just reverberates out of there horribly.

16 CHARLIE SASSARA: Yeah, it's two 5,000 foot
17 walls about two and a half miles apart.

18 BRIAN OKONEK: Yeah.

19 SUSANNE RUST: So is -- and this is a question
20 because I'm not flying up there.

21 BRIAN OKONEK: Uh-huh.

22 SUSANNE RUST: But I would need to ask the
23 pilots and staff, is there a reason that as people are
24 reporting points along the way.....

25 CHARLIE SASSARA: It's interesting.

00131

1 SUSANNE RUST: Okay. But besides that, is that
2 there any other reason that they may be doing it? For turning?
3 For clearance? For, you know, for getting out of somebody's
4 way that they hear they're coming down, you know, in the same
5 area that they are?

6 CHARLIE SASSARA: It's possible, but.....

7 SUSANNE RUST: Erika? No?

8 ERIKA BENNETT: No.

9 SUSANNE RUST: Okay. So.....

10 ERIKA BENNETT: Not that I can think of right
11 now. I mean, not really.

12 SUSANNE RUST:I mean those are simple
13 things. I mean, you know, and the other thing for the
14 operator, there's a cost benefit. You fly straight, you fly
15 less time, you.....

16 CHARLIE SASSARA: Right.
17 SUSANNE RUST:spend less fuel. You know,
18 and this year when you're going to be pinching pennies for
19 operators, you know, fuel is money.
20 CHARLIE SASSARA: You're right.
21 SUSANNE RUST: And say, you know, fly your
22 straight route. I mean, you can still get the scenery and it
23 is less impact on the climbers. And that -- I mean, if there's
24 nothing else out there as far as a safety reason or -- I mean,
25 why not?

00132

1 BRIAN OKONEK: Yeah.
2 CHARLIE SASSARA: Yeah.
3 BRIAN OKONEK: Because the planes are not.....
4 SUSANNE RUST: I can't speak for everybody.
5 Just say -- yeah.
6 BRIAN OKONEK:that objectionable if
7 they're just descending down to the gorge. There's glaciers
8 dropping down and they're just flying downglacier and it's.....
9 CHARLIE SASSARA: Yeah, it's all about the
10 power and where it's applied, you know, as you're taking off or
11 maneuvering. Because you can be -- and it's not -- that's why
12 I was pushing back a little about the distance question. It's
13 not about the distance because you can be really close and not
14 under power and it's almost unnoticeable as a guy goes by. So,
15 you know, it's -- that's -- and then now -- I mean, everyone is
16 phasing out of the 185s. So, you know, that goes away.
17 SUSANNE RUST: Well, you're trying to, but it's
18 darned expensive.
19 CHARLIE SASSARA: Well, yeah, right.
20 JIM EDWARDS: That's one of the noisier.....
21 CHARLIE SASSARA: Yeah.
22 TOM GEORGE: Madam Chair?
23 THE CHAIR: Yeah?
24 TOM GEORGE: I'd like to go back to a point
25 that Nancy raised, and that is the perception -- again, this is

00133

1 from the working group meeting. The perception that the -- a
2 number of the operators feel like they have been directed to
3 fly one place or another avoiding the park road, principally,
4 which has potentially shifted the sound, the red area, the
5 sound-reported area, over to the south.
6 And I think -- and yet has she -- or I gather,
7 Nancy, that you indicated that you don't find any documentation
8 of the Park Service actually directing people to fly one place
9 or another. Is that.....
10 NANCY BALE: Well, I wanted to put that out as
11 a question.....
12 TOM GEORGE: Yeah.
13 NANCY BALE:for the superintendent to try
14 to answer at the meeting, if he could.
15 TOM GEORGE: And I -- and, of course, along
16 with this goes the notion of this business of, again, is it
17 better to kind of try and concentrate people which generates

18 things like this, or spread them out more. So I think that is
19 something -- we may not be able to discuss this today, but
20 certainly at the next working group meeting, yeah, we need some
21 feedback from the Park as to, yeah, are you guys directing
22 these folks to fly one place or another? And because, again,
23 that's part of the equation, and this leads to the comment as
24 she accurately presented it, that, well, we've already done
25 everything we possibly can. You've asked us to move left, we
00134

1 move left; you ask us to move right, we move right. What more
2 do you want of us? And you can kind of feel that in some of
3 their discussions.

4 So, yeah, I think we need a little more
5 feedback from the Park and, in retrospect, we should have
6 worked harder at actually having the right people from the Park
7 Service at that working group meeting to be able to bring that
8 in to the equation.

9 PAUL ANDERSON: I can begin to address that
10 more right now.

11 TOM GEORGE: Okay.

12 PAUL ANDERSON: What I would do is ask Joe Van
13 Horn to speak to it as our wilderness coordinator. He's been
14 there longer than I and I know this issue was in place when I
15 arrived.

16 TOM GEORGE: Yeah.

17 PAUL ANDERSON: But I don't know the history of
18 it.

19 TOM GEORGE: Okay.

20 PAUL ANDERSON: So can you shed any light on
21 it, Joe?

22 JOE VAN HORN: Yeah. I mean I think at the
23 first blush when air traffic started to increase in the Park,
24 you know, again, thinking back in the early eighties when it
25 was just one -- or Denali Air flying one or two flights a day
00135

1 with a Cherokee 6 out there, you know, it seemed probably like
2 a good idea to just get that out of the road corridor where the
3 people are.

4 When the helicopters came in, when Era first
5 came and Superintendent Cunningham was here, there was
6 discussion about trying to use that southern route that Nancy
7 described. Again, stayed away from the road corridor. The
8 obvious reasons are, you know, there's a lot of people there,
9 if there's air traffic over the top of the road corridor,
10 that's the place where a lot of people are going to be impacted
11 by that noise.

12 As use levels have come up, you know, to the
13 point now that we've got high levels over the backcountry, you
14 know, we're kind of back in -- the issue is in two places now.
15 It's in the backcountry and potentially over the road corridor.
16 If we were to shift a lot of use over the road corridor again,
17 we'd still have that same problem. It would still impact a lot
18 of people. The only way I can think to do something like that
19 is if it proved out that people thought that flying higher

20 really didn't cause as much.....
21 TOM GEORGE: Wasn't as objectionable?
22 JOE VAN HORN: Wasn't as objectionable.
23 TOM GEORGE: Yeah. Uh-huh.
24 JOE VAN HORN: But, you know, the bottom line
25 is that's still where a lot of people are and there's still a

00136

1 potential for a lot of comments. So I think that's why the
2 Park over the years have -- if there's been any direction, and
3 I don't think it's been maybe as explicit as it's brought out
4 to be, but if there's been any direction at all, it's been, you
5 know, move away from the area where most of the people are
6 because that's we're likely to have impacts. But as the uses
7 increase, now we've created these impact levels in the other
8 areas, too.

9 TOM GEORGE: I think.....

10 JOE VAN HORN: Does that help?

11 TOM GEORGE: Yeah, thank you.

12 JOE VAN HORN: Paul, I don't know whether you
13 have anything to add to it or.....

14 PAUL ANDERSON: Well, I just -- I think that,
15 you know, this is a good example in a sense of what Susanne is
16 talking about when you talk about unintended consequences.

17 TOM GEORGE: Right, right.

18 PAUL ANDERSON: And I know as Joe said, there's
19 never been anything written about requiring pilots or even
20 requesting pilots to fly there that I'm aware of. Certainly, I
21 haven't signed anything like that. But one of the issues
22 that's come out in scoping for the Road Vehicle Management Plan
23 that's going on right now is air traffic noise up through the
24 park road and noise from the vehicles that are driving the park
25 road on the wilderness experience.

00137

1 So I guess in a sense we know more today than
2 we did before. We have a better picture of what's happening
3 and potential, if not real, impacts in the backcountry. So
4 that doesn't mean that we should stay the way we are or that we
5 should necessarily change the way we are, but I think we need
6 to look at it with all the information we have available and
7 make the best decisions and recommendations we can based on the
8 current situation.

9 So, you know, limiting it to the road or
10 precluding it from the road is not off the table.

11 TOM GEORGE: Well, so I guess that's where --
12 getting back to in the realm of best practices and it's both
13 where this notion of, again, a field trip, if you will, to kind
14 of experience and see what kind of impacts on the group
15 aircraft flying overhead at different altitudes as opposed to
16 offset some distance away, you know, how that all shakes out.
17 Because it does get back to, yeah, is it the best idea to try
18 and kind of concentrate away from the road system realizing
19 that you may -- you're increasing the intensity there even
20 though you're protecting this other -- or is it better to
21 spread things out.

22 And I think that's where we need some feedback
23 of some sort to have that as an influence and where it goes.
24 People are willing to make adjustments, but if they feel
25 they've been, you know, directed in one direction or another,

00138

1 then we've got to at least get back that on the table and
2 reconsider it.

3 THE CHAIR: Susanne?

4 SUSANNE RUST: I've got a question. Is it
5 possible that in Kantishna Air's concession that they were
6 directed to fly certain routes? And I think that that maybe be
7 an exception. And I think that that's important information
8 for folks here to know. I don't know what it says in their
9 concession, but I did get a note from Greg saying, you know,
10 we've done what we've been asked to do by Park Service.

11 PAUL ANDERSON: Yes, that's true.

12 SUSANNE RUST: And so even though I think there
13 are noise sensitive areas there, they're trying to comply with
14 what they've been told to do. And whether that needs to be
15 revisited or if everyone is happy with that, I think it's
16 worth -- I think it's something we all need to be aware of.

17 PAUL ANDERSON: Because Greg is a concession
18 contractor flying into Kantishna, we have -- how to put it --
19 put sideboards on the flight patterns that he uses. And I
20 don't know all of the details of it right now, but the gist
21 of -- I mean, he does two things. One, he does transports back
22 and forth to Kantishna; the other thing is flightseeing around
23 the mountain. And for the transports back and forth to
24 Kantishna, we ask that he flies north of the outer range and
25 into Kantishna from the north, which he generally does if he

00139

1 can to reduce the impact of overflights on the big valley from
2 the park road over to the mountain -- to the divide.

3 And, you know, I mean obviously he's a very
4 cooperative partner for the Park and as far as I know, there
5 haven't been any issues with him flying on the north side, you
6 know, back and forth on the north side of the outer ranges
7 during the course of his permit.

8 Where -- what other restrictions might -- or
9 whatever the -- what other requirements might be put on him on
10 the south -- you know, from the south side, I'm not sure. We'd
11 have to look, but it's probably in his per -- it is in his
12 permit, if there is anything.

13 SUSANNE RUST: But there were, I think,
14 complaints, weren't there, about where he was flying.....

15 PAUL ANDERSON: There.....

16 SUSANNE RUST:in the last meeting?

17 JOAN FRANKENVICH: I'm not clear if this is
18 what he said. I think he said on the -- and it wasn't Greg
19 that was there; it was Matt.

20 SUSANNE RUST: Matt.

21 JOAN FRANKENVICH: That when they flightsee the
22 mountain and then return to the Park entrance, I think then
23 they were asked not to fly over the park road.

24 PAUL ANDERSON: Yeah.
25 JOAN FRANKENVICH: And what happened is, so

00140

1 they fly up against the crest, to the south of the crest where
2 Denali Air is flying and Era is flying. And R.D. at Denali Air
3 felt like that's getting to be a safety concern.

4 THE CHAIR: Because they're going in different
5 directions.

6 JOAN FRANKENVICH: They're going in different
7 directions and there are all kind of -- I mean, there's not a
8 directed corridor, but they all -- and that's exactly where
9 we're getting the impact and the problems, is in that pink
10 area.

11 THE CHAIR: Uh-huh.

12 JOAN FRANKENVICH: And so there was some sense
13 that, inadvertently, everybody was getting directed to that
14 corridor which is creating both a safety and an impact to on-
15 the-ground users.

16 PAUL ANDERSON: I'm not sure it's
17 inadvertently. I mean....

18 JOAN FRANKENVICH: Okay.

19 PAUL ANDERSON: I mean, listen to the history.
20 If it were inadvertently, I don't think the story would be out
21 there. But where there's smoke, there's fire. There's got to
22 have been some direction at some point in time that said fly
23 this corridor or we prefer you fly this corridor, whatever.

24 JOAN FRANKENVICH: Right, yeah, but that's what
25 we're trying to figure out.

00141

1 PAUL ANDERSON: And people are trying to
2 comply. But, you know, one of the things that I love about
3 Denali, and I'm sure nobody else has ever experienced this is
4 you go to work in the morning and you look at something that's
5 happening and you go, wow, why do we do that? And everybody
6 looks at you and says, well, because -- and you know the answer
7 is, because we've always done that.

8 TOM GEORGE: Yep. Done it that way.

9 PAUL ANDERSON: Nobody ever asked that question
10 before. Well, you know, this could be a similar kind of a
11 situation and the thing that -- I don't have all the answers,
12 mind you, and I'm not trying to say this is what you should do.
13 So don't read what I'm going to say that direction.

14 In thinking about this issue over the seven
15 years that I've been at Denali and the many times that I've
16 been overflown by the helicopters and other aircraft south of
17 the park road and north of the range, and thinking about
18 backcountry use patterns, I mean the concentration of
19 backcountry use, not on the mountain, in the Park, is in that
20 area right there that's red and yellow. Right? I mean, that's
21 where everybody that goes to the wilderness -- not everybody.
22 Where the majority of people that go to the wilderness go for
23 recreation and for wilderness experience.

24 So why would we route all of our overflights
25 over the most heavily used area of the Park if we had a choice?

00142

1 And, you know, when you come up flying over the top of one of
2 those ridges and, you know, at ridge height and there's
3 somebody down in there in the canyon below you, it just knocks
4 your socks off and we don't -- you know, do we have to do that?
5 I don't know. But the point of it is, we need -- I think we
6 need to look at that picture and say there's better ways to do
7 this. And we can, I think, find ways that might be okay for
8 the overflights and better for the backcountry users without
9 too much change in what we're doing as long as we don't
10 continue to go down the road of you have to fly here. Because
11 you don't.

12 JOAN FRANKENVICH: Okay. So what you're saying
13 is, as far as the Park Service goes, there may have been some
14 direction in the past, but nothing is written in stone.

15 PAUL ANDERSON: No.

16 JOAN FRANKENVICH: Everything is on the table?

17 PAUL ANDERSON: That's right.

18 JOAN FRANKENVICH: Okay.

19 SUSANNE RUST: But I think it's good that we
20 question that. I think that that's really important because I
21 think it's just been a given for years and people keep doing it
22 and then other people are getting upset about -- and no one is
23 understanding the whole big picture.

24 PAUL ANDERSON: Right, right. And I think, you
25 know, we talk about the communication with this group. We will

00143

1 be happy to help you disseminate the messages through our
2 education and interpretive program. But that's a big part of
3 what can happen here to help improve this situation, is that
4 people get good information and get the same information about
5 what we're doing and why we're doing it and what we hope to
6 accomplish by doing it that way so there's a greater
7 understanding of what's going on than there has been in the
8 past.

9 THE CHAIR: So I think lunch is here. So maybe
10 while lunch is coming and while we're hanging out here, I'm
11 going to pass out our working assumptions document to get you
12 quickly to look at it. For those of you who were here at the
13 last meeting, this is -- was our finished product that
14 everybody was happy with, but we didn't feel comfortable
15 adopting it, unless the people that weren't at the meeting had
16 a chance to see it and buy into it.

17 So it's basically finished, except for those
18 who hadn't seen it yet, so -- and I really want to get this
19 tied off because we started with this last April.

20 (Off record; lunch break)

21 (Presentation by Jared Withers commenced before
22 court reporter resumed audio recording)

23 JARED WITHERS: No bias was given to any data
24 collected at different times of the day or night. It's all
25 treated equally. And for peak measurements, when we go back

00144

1 and measure the same site, they're measured at the same time of

2 year, same month if possible, as that site had been measured
3 previously.

4 And the fourth question that you asked was for
5 greater detail in data to allow for sound events to be traced
6 back to their source. My response to that is that when the
7 data is analyzed, overflights are identified as either jet,
8 propeller or helicopter sources. And there's really no way to
9 definitively tie a recorded overflight to a specific aviation
10 use using the Park's acoustic data. That's just one of the
11 limitations of having a remote station recording in the
12 wilderness as a -- there's no way to visually identify the
13 aircraft as it flies over.

14 So the only thing we can do is tie it back into
15 classifying it a jet, which are high altitude jets, you know,
16 over Denali generally, high altitude passenger jets, or
17 occasional military use; propeller aircraft, which are either
18 general aviation, air taxi, air tour, or Park operation's use;
19 and helicopter, which are generally Park aviation -- or Park
20 use for flightseeing operations or general aviation, I guess,
21 occasionally.

22 TOM GEORGE: And a question on that: And so do
23 you categorize that as you analyze that data, those categories,
24 jet, prop, and.....

25 JARED WITHERS: Yes. Yes.

00145

1 TOM GEORGE: Along with the time of day that
2 they occurred or what? What level of -- what detail do you
3 pull out of that when you're.....

4 JARED WITHERS: That level of detail is
5 available. It's not.....

6 TOM GEORGE: But you're not systematically
7 extracting it when you evaluate the data?

8 JARED WITHERS: No, not time of day, but
9 certainly classifications of -- and I'll be sharing some.....

10 TOM GEORGE: Okay.

11 JARED WITHERS:data with you from one of
12 our sites; that you'll get to see kind of the breakdown and the
13 make-up of helicopters versus prop versus jet at this location.

14 TOM GEORGE: Okay. Thanks.

15 JARED WITHERS: So for our 2009 stations, what
16 we're planning on at the -- as we do every year, six of the
17 long-term ecological monitoring grid points, which is the
18 systematic grid that's -- overlay of the Park and that's the
19 effort to kind of quantify the Park's -- or inventory since
20 it's never been measured, the Park's sound conditions over the
21 whole landscape of the Park.

22 And then for this season, we're planning on two
23 to three sites that are deemed of interest to Park management.
24 A couple of the possibilities, we're still in the kind of
25 planning stages for this, is Triple Lakes -- one in the Triple

00146

1 Lakes area, which was -- there was one attempted there last
2 year, but did not succeed due to an equipment failure. One at
3 Lower Slippery Creek, which was the same story. There's --

4 some of the management in Talkeetna, the mountaineering
5 community has expressed interest in gathering further data on
6 impact to climbers on the mountain. And the park road
7 corridor, in support of the road capacity study that the Park
8 is doing right now has a sound component mostly dealing with
9 sound and noise from vehicles on the road and less from
10 aircraft.

11 So we're in the process of -- or management is
12 in the process of deciding which ones will be on the list for
13 this year and if the council has any suggestions that would
14 speak to a specific, you know, goal or need of the group, then
15 the next couple weeks would be the time to submit any
16 suggestions you have to Park management.

17 THE CHAIR: Question.

18 JARED WITHERS: Yes.

19 THE CHAIR: How many sound stations total --
20 how many different locations will you be able to sample this
21 year total?

22 JARED WITHERS: Depending on the reliability of
23 the equipment, between seven and nine.

24 THE CHAIR: Okay. Between seven and nine. And
25 right now you've got one, two, three, four, five, six, seven,
00147

1 eight on the map.

2 JARED WITHERS: Those are possibilities. Those
3 aren't what's been decided upon, so.....

4 THE CHAIR: Okay.

5 JARED WITHERS: So we're collecting
6 possibilities and then sites will be selected from those.

7 TOM GEORGE: So is the one up by Park
8 headquarters, is that the Triple Lakes.....

9 JARED WITHERS: Yes.

10 TOM GEORGE:site that you're talking
11 about?

12 JARED WITHERS: Yeah.

13 TOM GEORGE: And where would be those others
14 that you're showing here, like Lower Slippery?

15 JARED WITHERS: Lower Slippery would be this
16 one here, I believe.

17 NANCY BALE: Oh, way lower.

18 JARED WITHERS: And then the rest of the gray
19 dots will be the six other long-term ecological monitoring grid
20 points.

21 NANCY BALE: Those are your random grids.....

22 JARED WITHERS: Yeah.

23 NANCY BALE:that you haven't occupied
24 those?

25 JARED WITHERS: They're randomly selected, not
00148

1 randomly placed. But, yes, the.....

2 THE CHAIR: So do there have to be a certain
3 number of the randomly selected/not randomly placed sites or
4 can we hijack -- can we recommend hijacking some of those ones
5 that were intended to be random for kind of filling in the map?

6 JARED WITHERS: They.....
7 THE CHAIR: Could we hijack any of those for
8 more targeted locations? Either.....
9 JARED WITHERS: I think.....
10 THE CHAIR: Either for a different.....
11 JARED WITHERS:the Park has made kind of
12 a commitment to get through the 60 grid points in 10 years for
13 a 10-year plan-to-return cycle. So that wouldn't be up to me.
14 Does anybody else want to comment on that?
15 MIRIAM VALENTINE: No.
16 CHARLIE SASSARA: We want the data to be solid.
17 JOAN FRANKENVICH: Hey, cut to the chase there.
18 MIRIAM VALENTINE: Yeah.
19 THE CHAIR: But what about directing those
20 random sites to other grid sites that haven't been done yet if
21 they happen to also serve a need?
22 PAUL ANDERSON: Well, the six sites that have
23 been randomly selected have to be sampled this year.
24 THE CHAIR: Okay.
25 PAUL ANDERSON: If you chose -- if someone

00149

1 chose to put the other three, plus or minus, sites on a grid
2 location instead of somewhere else, that wouldn't be a problem.
3 THE CHAIR: Uh-huh.
4 PAUL ANDERSON: But it wouldn't be to replace
5 the six that have to go this year.
6 THE CHAIR: Okay. Okay. That's my question.
7 Okay.
8 NANCY BALE: Of the eight sites on this map,
9 which are sacred? And which are -- because there are eight of
10 them, and so actually there's only six of them that are sacred,
11 right?
12 JOAN FRANKENVICH: Right. Lower Slippery and
13 Triple Lakes are the random ones.
14 JARED WITHERS: No.
15 THE CHAIR: Are the nonrandom.
16 JOAN FRANKENVICH: Are the non -- I'm sorry.
17 THE CHAIR: Yeah.
18 JARED WITHERS: I don't want to designate which
19 are sacred and which isn't.
20 TOM GEORGE: Well, let her rephrase the
21 question. Which is.....
22 NANCY BALE: Well, do we have freedom to take
23 any of these away? Because we have -- you had said that we
24 could select one or two, did you say, or.....
25 JARED WITHERS: Well, I said that you can.....

00150

1 NANCY BALE:could make recommendations.
2 JARED WITHERS: If you have a recommendation,
3 you can submit that to Park management and I'm not the one that
4 decides where they go. That's.....
5 PAUL ANDERSON: Could I clarify?
6 JARED WITHERS: Yes.
7 PAUL ANDERSON: We made the commitment that we

8 would provide one sound monitoring station for your placement
9 and use this year. That commitment stands.

10 JOAN FRANKENVICH: Okay.

11 NANCY BALE: But this is likely the number of
12 stations you'll have. There isn't an additional area that --
13 because there's eight points here, so there isn't really an
14 additional area. So we could suggest which one of them we
15 want, I guess.

16 JARED WITHERS: No, you have.....

17 NANCY BALE: Or what?

18 JARED WITHERS: As I understand it, you have --
19 you can suggest anything you want.

20 NANCY BALE: And then the Park Service just
21 might decide internally to take one off, if you only had eight
22 functioning sites?

23 JARED WITHERS: Yeah, if.....

24 NANCY BALE: If we suggested something else,
25 you'd take one of these off and that would be up to you which
00151

1 one you decided to take off? Because I don't want you to take
2 off Triple Lakes.

3 JARED WITHERS: Yeah.

4 NANCY BALE: If I selected some other thing,
5 because I really am interested in Triple Lakes, but -- so I
6 guess I could -- if I made that request myself, I would -- or
7 if the group did, if the group has interest in monitoring
8 Triple Lakes, we might want to say this site, we really do want
9 to see stay in if we're going to suggest another site that
10 isn't on here. Because you'll have to move one of the other
11 ones, unless you have nine stations.

12 JARED WITHERS: Yes. Well, one thing that I
13 should clarify: there's not nine stations out continuously. We
14 have five stations and they get rotated over these points. So
15 they need to be there for at least a month. But since a month
16 is our time frame that we shoot for, that gives us some wiggle
17 room to bounce one station out between a couple of points.

18 Now, the reason we can't do, you know, five
19 stations times four months' worth of points is because the
20 equipment that makes up these monitoring stations is still
21 fairly beta. I mean, just recently it's become something that
22 you can buy off the shelf, and even that off-the-shelf version
23 is far from polished.

24 So we do battle a fair amount of equipment
25 failure and glitches, tampering from wildlife. So I found that
00152

1 in the past couple years, eight stations -- or eight locations
2 is about what we're averaging.

3 CHARLIE SASSARA: Do we have the opportunity
4 to say where the single monitoring station would be this year?
5 And does the group want to say we want it?

6 NAN EAGELSON: Well, if it's going to be on
7 Denali in May and in Triple Lakes in July, I mean if it's going
8 to get moved, but I mean, you know.....

9 JARED WITHERS: No, you don't get one station

10 for the season; you get one spot.

11 NAN EAGELSON: One.

12 TOM GEORGE: Let's let him get through the
13 presentation and then the council....

14 THE CHAIR: Yes. Yeah.

15 TOM GEORGE:needs to have a discussion,
16 but not right this second, on what it would like to see. And
17 it sounds to me like, folks, that they've committed one
18 sampling location, which is a lot better than we had coming in
19 the door.

20 CHARLIE SASSARA: Exactly.

21 TOM GEORGE: So let him -- let's get through
22 this and then have a discussion later and we can fight amongst
23 ourselves about priorities, which we'll need to do, obviously.
24 But at least this tells us where they're planning to put
25 things, so we don't have to waste our precious resource on any

00153

1 of these.

2 THE CHAIR: Okay. Go ahead.

3 JARED WITHERS: All right. That was the story
4 for the site placement and you guys can dig into it afterward.

5 The second thing is a new Web site for the
6 sound monitoring program. It's hosted by the network, the
7 Central Alaska Network on their Web site. The actual URL to
8 get to the direct page is really long. So the easiest way to
9 access it is to go to the CAKN, the Central Alaska Network Web
10 site listed there. To get to the kind of summary page, which
11 has a brief summary of what the project is and what we're
12 doing, you click Environment and then Soundscape.

13 The things that you might be more interested in
14 is a separate page that's kind of a document repository with
15 some annual reports. More raw data and kind of -- you know,
16 it's a lot of information from all the sites that have been
17 monitored can be found by clicking Reports from that main page,
18 from that main URL, click Reports and Publications, and there's
19 a section there for Denali Soundscape.

20 (www.science.nature.nps.gov/im/units/cakn)

21 GUY ADAMS: Typically, if you Google CAKN,
22 that's your top hit.

23 JARED WITHERS: Okay.

24 JOAN FRANKENVICH: What's CAKN?

25 GUY ADAMS: It's the Central Alaska Network for

00154

1 Inventory and Monitoring. It's our structure for inventory and
2 monitoring of all natural resources.

3 JOAN FRANKENVICH: Okay.

4 TOM GEORGE: And maybe Miriam can actually just
5 e-mail us out the links.

6 JARED WITHERS: So that I think the plan is for
7 materials that are specifically for the group, they'll continue
8 to be available on the group's Web site, it was on the Park
9 page. The broader information for the sound program in general
10 is going to be available here.

11 So then what I wanted to share with you today

12 as far as data goes and new stuff is some data from the
13 Tokositna Glacier. This is a picture of the site. This one
14 is -- it's unique in that it's the only site that we have a
15 small data set for over -- we measured it in 2001, 2005, and
16 2008. So it's the only site that's been measured repeatedly
17 and it's a loose indication of trend with only three data
18 points, but it makes it interesting. And because sound
19 monitoring in parks has only really been going on for 10 or 15
20 years, having an 8-year data set at one point is pretty rare.
21 So it's kind of exciting as far as the sound geek world goes.

22 The data analyzed from this site is from
23 August-September time frame. 2001 and 2005 were August 12th
24 through 28th and 10th to 27th. And then in 2008, the data is
25 from August 27th to September 12th. It would have been awesome

00155

1 if it was the same as the previous two years, but, alas, the
2 equipment did not hold up and give us that luxury.

3 So 24 hours a day analyzed. So this is coming
4 from -- this isn't coming from audio recordings. This is
5 coming from spectral sound level data, decibels logged one time
6 per second. So there's no five-second-every-five-minutes thing
7 that we talked about for this analysis. And they were analyzed
8 using the visual spectrogram method, which is kind of the new
9 standard that's been developed by the National Park Service,
10 National Office for Sound Monitoring in Fort Collins.

11 And this is the way overflights are identified
12 in this method. And you've seen these before, most of you
13 have, I think. What you're looking at here is an hour's worth
14 of data divided up into 15-minute rows and then you can see
15 overflights pretty clearly. This one would, of course, have a
16 box around it, too, but I was in the process of drawing boxes
17 when I took this screen shot.

18 This down here is the full hour of unweighted
19 decibels and this is the full hour of human-weighted decibels,
20 which is also called A-weighted. So you do this for the whole
21 16 days of data that we analyzed for this site and that gives
22 you the statistics for audibility and event overflights at that
23 site.

24 So in 2001, this is a chart or graph of the
25 hourly percent time audible plotted over the whole August 12th

00156

1 to August 28th time. And so you can see that the most flights
2 are going on in -- not in groups, but during the day,
3 obviously. You see flat sections here at night where there
4 aren't any flights happening. In this particular time, you can
5 see that there weren't a whole lot of flights happening in
6 here, probably due to cloudy weather and that at no time was
7 the Backcountry Management Plan exceeded at that location.

8 This is the number of events per day at the
9 same site, so again you can see there's an area of a week or so
10 here, five days of pretty low activity. And then comparing
11 that -- well, I should note that the average percent time
12 audible for the whole time that it was monitored is 5.1
13 percent. And then in the number of events per day averaging

14 34.5 events per day in 2001.
15 So comparing that to 2005, seeing similar
16 numbers -- I mean, different dispersion based on weather
17 patterns, things like that, percent time audible is 5.56
18 percent, very similar to 2001. This is the number of events
19 per day over that 16-day time period, with the average number
20 of events 34.2. And there will be a chart coming up where you
21 can look at the numbers side by side.

22 And in 2008, 2008 saw a little bit of a
23 reduction in percent time audible; about half a percent less.
24 You know, the last several days are getting into kind of the
25 end of the season, so use patterns may differ a little bit

00157

1 here. 2008 events per day: a fewer events per day, 28.9
2 instead of 35 or so, but fairly evenly dispersed. I mean,
3 there's a small downturn here, but also a day on September 10th
4 that was in line with the previous month.

5 So some comparisons, you can see 2001 to 2008,
6 PA is percent time audible, so of mechanized noise, they're
7 pretty similar. We've got a little bit of an increase from
8 2001 to 2005 and then it decreases from there at 2008.
9 Helicopters, you can see the different classifications here.
10 So of this 5.11 percent that mechanized noise was audible, the
11 helicopters were audible 0.19 percent of the time, props at
12 4.4, and jets a half a percent.

13 So a couple things to take note of here are
14 there were -- I mean of the whole make-up, the helicopters were
15 the lowest component -- the smallest component of the whole
16 make-up, but 2005 saw significantly more helicopters than 2001
17 or 2008. Almost double, I guess. And the percent time -- and,
18 of course, this is percent time audible, not number of
19 overflights. The percent time audible of jets in 2008 was
20 higher than the previous two years. And then event data here,
21 you can see the total number of events logged for each site.
22 The average events per day, which is -- actually, you should
23 pay more attention to that average events per day because 2005
24 had one extra day analyzed. That was something I didn't
25 intend, but didn't notice until the very end.

00158

1 So you can see kind of the dispersion of
2 different classifications of aircraft here. The jets are
3 interesting; they seem to be increasing over, at least, at this
4 site, at these times. The jets are increasing over the last
5 nine years. And here is a table of trends relative to the 2001
6 as a baseline. So this is percentage of change relative to
7 2001. So 2001 and 2005 were pretty close, I think. Very
8 similar.

9 One thing you'll notice here once you start
10 looking at it is kind of a dissimilarity between increases in
11 number of events and a corresponding increase in percent time
12 audible. It's kind of interesting. So like here you have a 47
13 percent increase over 2001 in jets, but you have an 83 percent
14 increase in how often you hear them. And my explanation to
15 that anomaly is if you look at the average natural ambient for

16 each site, in 2008, the average natural ambient was 3 decibels
17 quieter than in 2001. So the natural ambient is the average
18 loudness excluding times of mechanized noise. So more or less
19 overflights doesn't affect the natural ambient reading.

20 Yeah?

21 TIM CUDNEY: And the zero percent on the helos
22 is due to the fact that we had operations in south Denali that
23 year?

24 JARED WITHERS: No, that's a zero percent
25 increase from 2001. So it's no change. It was exactly the
00159

1 same number of helicopters counted in 2001 and 2008.

2 TIM CUDNEY: I dispute that.

3 JARED WITHERS: Do you? I didn't say they were
4 you.

5 TIM CUDNEY: No, I mean -- well, I mean, what
6 we talked about earlier, about the number of aircraft that we
7 operated in the different time. That's all.

8 JARED WITHERS: Yeah. This is also a slightly
9 different time frame. I don't know if that would affect your
10 recollection or not. So I propose that the reason that a 47
11 percent in jets yields an 87 percent increase in the time you
12 hear jets is because in 2008, it was a quieter site on average
13 than in 2001. So if you're in quieter conditions, you'll be
14 able to -- and you have an overflight of a given loudness, you
15 will hear it earlier -- you will hear the onset of it earlier
16 because it will overcome your natural -- or the ambient sound
17 conditions earlier; you'll hear it fly over you, and you'll
18 hear it for longer as it goes away before it's not audible
19 anymore. So even though that's still one overflight, you've
20 heard each overflight for a longer period of time, which
21 explains the difference in the way those numbers record. So
22 this is.....

23 TOM GEORGE: So the natural ambient actually
24 got quieter over that three -- over those years, is what it
25 looks like?

00160

1 JARED WITHERS: Yeah.

2 TOM GEORGE: 44.4 down to 41.3.

3 JARED WITHERS: And there's a couple of reasons
4 that could be case. One would be.....

5 ERIKA BENNETT: I can offer one.

6 JARED WITHERS: Huh?

7 ERIKA BENNETT: I can offer one of them.

8 JARED WITHERS: Can you?

9 ERIKA BENNETT: The toe of the glacier changed
10 the way it melted and there used to be a really loud rushing of
11 water through a particular area and it doesn't rush through
12 there as often anymore.

13 JARED WITHERS: It's still pretty loud.

14 ERIKA BENNETT: Yeah.

15 JARED WITHERS: I mean, 40 decibels of natural
16 ambient in the Park is pretty loud as far as other sites -- in
17 comparison to other sites. The other -- so, you know, climate

18 changes this a lot. The loudest thing that happens in the
19 backcountry on average is wind. So if 2001 was a windier year
20 at this location, on average that would definitely affect
21 the -- not even a windier year, since this is 16 days' worth of
22 data. A windier two weeks. So there is opportunity for
23 variance there.

24 And then also with the 2008 data sampled being
25 about two weeks later than the 2001 data, it could have been

00161

1 colder which -- since that water is coming out of a glacier,
2 the volume of water coming out of the glacier may have been
3 less if the temperatures were colder during those two weeks.

4 So I just wanted to share kind of a snippet of
5 detailed data from this site and the take-home points, I guess,
6 is that there were zero exceedences in the percent audible and
7 number of events per day Backcountry Management Plan standards
8 during all of this -- all three of these years, or at least
9 what was sampled during all three of these years. 2001 and
10 2005 are similar overall. 2005 had more helicopters and jets
11 and less prop planes. 2008 showed less impact than the other
12 two years, but showed an increase in jets. And that natural
13 ambient is probably the most important factor in how often --
14 or the percentage of time audible of an aircraft in the Park
15 and also kind of the perceived intrusion that an overflight has
16 on a person depends highly on what the natural ambient
17 conditions are in absence of that intrusion.

18 SUSANNE RUST: So I may have missed it in the
19 earlier slide. The decibel levels that you were getting from
20 the aircraft, did you have a slide on that? I forget.

21 JARED WITHERS: The decibel levels.

22 SUSANNE RUST: Yeah. I'm just wondering
23 what it was where.....

24 TOM GEORGE: It's time audible and events per
25 day.

00162

1 JARED WITHERS: Yeah.

2 TOM GEORGE: Not showing decibel in any of
3 these.

4 SUSANNE RUST: Yeah, you don't have.....

5 TOM GEORGE: In fact -- and so to follow on to
6 that, if I might, there's three standards as I recall. What's
7 the third one?

8 JARED WITHERS: The third one is number of --
9 or the third one is a cap -- it's not a cap, but an upper limit
10 on how loud an overflight can be depending on where you are.

11 TOM GEORGE: And where did we end up in that
12 for these data?

13 JARED WITHERS: For this data, the reason I
14 didn't present it is because the software tools that I used to
15 do the analysis aren't capable of measuring that.

16 TOM GEORGE: So we don't know, is the answer?

17 JARED WITHERS: We don't know.

18 TOM GEORGE: And of the three standards, which
19 zone are we in? In other words, which of the three standards,

20 low, medium, or high?

21 JARED WITHERS: This is very high.

22 TOM GEORGE: This is very high. So this is the
23 highest standard.

24 NANCY BALE: I have a question in regard to
25 that. The standard on the chart was 100.

00163

1 JARED WITHERS: Uh-huh.

2 NANCY BALE: But according to the final plan,
3 the very high standard is 50, but, you know, maybe it's a
4 different thing. It says 50 motorized noise intrusions that
5 exceed natural ambient. So maybe that's different from total
6 intrusions.

7 JARED WITHERS: Oh, really?

8 NANCY BALE: It says 50 here.

9 JARED WITHERS: It's 50 percent of any hour,
10 right?

11 NANCY BALE: Yeah, and it also says.....

12 JARED WITHERS: It's also 50?

13 NANCY BALE:50 motorized noise intrusions
14 per day that exceed natural ambient. And are you just
15 measuring only those intrusions that exceed natural ambient, so
16 that's what your data is?

17 JARED WITHERS: No, I'd have to say I was
18 working from a document that said the standard was 100.

19 NANCY BALE: Well, this may be a misprint on
20 this. You know, I don't have my executive summary here that
21 has a nicer table.

22 JARED WITHERS: I'll have to double check that.
23 I'm.....

24 NANCY BALE: If it were 50 -- can you go back
25 to that.....

00164

1 JARED WITHERS: Yes.

2 NANCY BALE:and just look.

3 JARED WITHERS: Any particular year?

4 NANCY BALE: It was the number of intrusions.
5 So we're still only edging up to it. You know, certainly you
6 should check and make sure that this is correct.

7 JARED WITHERS: Yeah, I'll double check that.

8 NANCY BALE: It seems like 100 is kind of high,
9 even for very high. But, you know, per day, but.....

10 BRIAN OKONEK: This is Management Area A,
11 right?

12 JARED WITHERS: It is a very high management
13 area. I don't know what the letter would be. It's the highest
14 one. The highest.....

15 BRIAN OKONEK: Uh-huh.

16 JARED WITHERS:level of intrusion
17 standard there is.

18 THE CHAIR: Based on this table from the -- I
19 think this is from the summary, very high is maximum number per
20 day is 50 and maximum audible per hour is 50. Fifty percent.

21 JARED WITHERS: I have to apologize in that

22 case. That was an oversight by me.
23 TOM GEORGE: Whoops, we blew that standard.
24 JARED WITHERS: Yeah. I guess that changes my
25 whole summary.

00165

1 CHARLIE SASSARA: Yeah. What number do you
2 want?

3 SUSANNE RUST: Going once, going twice, going
4 50 times.

5 JARED WITHERS: So that's all I wanted to share
6 with you guys. Do you have any questions? I'm sure you want
7 to dive right into a discussion about your site. Yes?

8 JOAN FRANKENVICH: You may have already said
9 this; I may have missed it. So when a jet flies overhead, is
10 that counted as an intrusion then?

11 JARED WITHERS: Yes.

12 JOAN FRANKENVICH: Yes. Okay.

13 JARED WITHERS: As long as it's above natural
14 ambient.

15 JOAN FRANKENVICH: As long as it's above
16 natural -- and usually it is.

17 JARED WITHERS: But almost all jets are unless
18 it's really windy or otherwise the natural ambient is high.
19 All right.

20 THE CHAIR: Any other questions for Jared?

21 TOM GEORGE: So what's the source of helos in
22 that time of year? I mean are there flightseeing operations
23 going on in that area?

24 JARED WITHERS: I'm told -- two of those years
25 were before my time. I'm told there were -- there used to be

00166

1 helicopter flightseeing operations out of Talkeetna.

2 MIRIAM VALENTINE: Well, that's true, that's
3 true. We don't have -- you know, the Lama certainly isn't
4 around at that time of year, but the fire patrol ship could
5 have been out doing something, too.

6 JARED WITHERS: Yeah, and there's a -- I don't
7 know who it is, but someone has got an Alouette down there that
8 does flightseeing.

9 GUY ADAMS: In 2005 there was both the air
10 operation there and the Park was doing a snow survey which had
11 a few planes on the south side, second half of the summit. So
12 both of those would have added to the 2005 numbers.

13 MIRIAM VALENTINE: Yeah, and 2008, you know, as
14 Tim has said, they weren't operating -- offering flights out of
15 there.

16 THE CHAIR: Okay. Thank you.

17 MIRIAM VALENTINE: Okay.

18 THE CHAIR: So while we shift presentations, we
19 can take like a three-minute coffee break for people like me
20 that are having trouble staying awake.

21 (Off record)

22 TOM GEORGE: Call to order.

23 JOE VAN HORN: There was a request from the

24 group, I guess, at the last meeting to have some information on
25 relative use levels of the different backcountry units where
00167

1 the working group exercise. And I'm hoping that that got to
2 the group, and I kind of think it might have gotten already
3 incorporated in some of the stuff I've seen today because in
4 ground truthing some of Joan's map there, I think some of which
5 you'll see on the screen here, is reflected in that.

6 So, you know, I wouldn't get into the weeds too
7 much on the numbers. I looked first at trying to look at the
8 overall color pattern here and the percents of capacity through
9 this time period of a year there. And, as you can see, the
10 area as Paul mentioned, too, was, you know, particularly south
11 of the road and, to some degree, north of the road adjacent to
12 the road corridors are, surprise, surprise, some of the more
13 heavily used areas. We're fortunate to have a superintendent
14 who gets out in the backcountry that knows those sort of
15 things. So I appreciate that on my end of things. And then it
16 kind of tapers out away from that area.

17 One of the -- there's a little bit of an issue
18 here on the east end. I'd just mention that unit limits for
19 the units on the east end, some of these, are higher and so --
20 significantly higher than the units out here along the road
21 corridor. So it would take a proportionately higher number of
22 people in those units to get -- to fill that to the same level
23 of capacity as these units out here.

24 What I put in here are some numbers that just
25 show the number of people going into those units per year. I
00168

1 did that partly because the data that we have now on the south
2 side, since there's not any use limits on these units down
3 here, you can't really generate a capacity ratio. So I thought
4 it might be at least helpful to you to have some idea of the
5 numbers. And those are from the voluntary registration
6 process, too, down there. So they might be a little bit on the
7 low side, but it gives you something to go with in terms of
8 comparison to at least show you where the use is. And, again,
9 if you go back to Joan's map, I think some of the spots that
10 were highlighted there are similar, you know, in relationship
11 to that.

12 THE CHAIR: Jim? Maybe after Jim's question,
13 we should try and hold the rest of our questions till you're
14 done talking. But go ahead.

15 JOE VAN HORN: Yeah, well, I think this will
16 be.....

17 JIM EDWARDS: I don't agree with you, Sally. I
18 don't know what a unit is.

19 JOE VAN HORN: I'm sorry. Let me do something
20 here.

21 THE CHAIR: Oh, okay. That's a good question.

22 JIM EDWARDS: If you're going to speak, tell me
23 what you're talking about.

24 JOE VAN HORN: All right. We'll back up here.
25 I switched maps on you so now these -- yep, these areas here

00169

1 within the blue lines are divisions of the backcountry of the
2 Park, particularly on the north side, when people come in and
3 want to go hiking, they get a permit for one of these or a
4 series of these areas. Okay. Each of those areas has a use
5 limit on it. There's a certain number of people that can go
6 into that area. And so that's what I mean by a backcountry
7 unit.

8 JIM EDWARDS: Is that per year or at any one
9 time?

10 JOE VAN HORN: The limits are per day or
11 actually per night. So there's -- it's limits per night.

12 THE CHAIR: And it does not include day use,
13 correct?

14 JOE VAN HORN: That's correct. So this is only
15 overnight use that we're looking at. You know, as far as, you
16 know, kind of straying away from the numbers and just personal
17 experience and knowledge from being around the Park in terms of
18 day hiking, again, you know, the main day hiking areas are
19 going to be off of the Park road corridor to three miles out,
20 maybe a little bit further for some people, but, you know, on
21 average that's the zone that those folks may be operating in.
22 Triple Lakes has come up as another day hiking corridor and, of
23 course, around the headquarters area there.

24 The numbers that are now within these blue
25 boundaries are the unit numbers. They're designated numbers;

00170

1 their identification number. So that information is out on
2 the -- on your Web site location on the Park Web page. But,
3 again, I think that the thing to look at mostly is that this
4 area is where a lot of the primary overnight use area is,
5 getting up into those valleys south of the road and then north
6 of the road as well.

7 Okay? Anything else?

8 THE CHAIR: Thank you. Okay. So before we
9 launch into any of our discussions, I'd like to work on our
10 assumptions document and -- what did I do with that thing?
11 Anyway, so those people that didn't see it before -- those
12 people that were at the last meeting thought it was ready for
13 prime time, but we didn't want to launch it until everybody had
14 seen it, since we want to operate on consensus and without
15 leaving anybody behind.

16 So for those that weren't here last time, are
17 there any additional thoughts or concerns or suggestions? Jim?

18 JIM EDWARDS: I'd like to add the word
19 "voluntary" between the word "recommended" and "ways" in the
20 first sentence of the bottom paragraph.

21 THE CHAIR: Yeah. Why doesn't everybody go
22 ahead and spend a couple minutes looking at it and then
23 we'll -- "recommended and voluntary ways." Okay.

24 JIM EDWARDS: I believe that is our charter.

25 THE CHAIR: Yes.

00171

1 JIM EDWARDS: We are restricted to voluntary.

2 Other than that, I think it's a wonderful document.

3 (Pause; members review document)

4 NANCY BALE: Are we open to suggestions or do
5 you want to give people.....

6 THE CHAIR: Yes.

7 NANCY BALE: Perhaps we simply should take the
8 purpose language from the charter and put it right there and
9 then just add: our time frame is 20 years, projected lifespan
10 of the existing Backcountry Management Plan. And it would just
11 be that one little paragraph: The purpose of the council is to
12 advise the secretary on matters relating to mitigation of the
13 impacts, blah, blah, blah, blah, that council will develop
14 voluntary measures for assuring, blah, blah, blah, blah.

15 And then it's super clear, it's super precise
16 and super accurate.

17 THE CHAIR: We could also say -- because to me
18 there's a little bit more going on in this one than there is in
19 the charter. And maybe we could say, consistent with the
20 charter, which recognizes that the charter is still our
21 charter. We can say consistent with our charter, are
22 challenges to da-da-da-da.

23 I do like the idea of inserting "voluntary" in
24 there.

25 JOAN FRANKENVICH: Where was "voluntary" being
00172

1 inserted?

2 THE CHAIR: In the last paragraph in the first
3 line. Thus our challenge and the Overflights Council is to
4 recommend voluntary ways.....

5 JOAN FRANKENVICH: Yeah.

6 THE CHAIR: Do you want to add a preamble about
7 consistent with our charter?

8 NANCY BALE: What do you think is different
9 between this paragraph and just the purpose paragraph from the
10 charter?

11 THE CHAIR: The one that jumped out to me the
12 fastest is the part about being fair to all parties.

13 NANCY BALE: So maybe what if we did something
14 like this: Thus our challenge on the Overflights Council is to
15 balance the needs of public safety use and access, and
16 protection of resources, and values in a way that is fair.

17 So we don't even have to talk about the
18 recommending of measures because we already.....

19 THE CHAIR: Because we already said that,
20 right.

21 NANCY BALE: Yeah. And so what you're going
22 for in this paragraph is the balance language, right? Isn't
23 it?

24 THE CHAIR: Kind of, yeah.

25 NANCY BALE: Otherwise, we may as well just use
00173

1 the charter purpose.

2 THE CHAIR: Yeah. Okay. That's good. So how
3 would we do that? It would be.....

4 JOAN FRANKENVICH: Well, we can just take out
5 "recommends" then, right? Our challenge.....
6 THE CHAIR: Is to balance. Is to balance.
7 Yeah, okay. Good.
8 NANCY BALE: I think that incorporates what Jim
9 would like.....
10 THE CHAIR: Yeah.
11 NANCY BALE:without -- you know, that
12 recommend language goes away.
13 THE CHAIR: That's true.
14 TOM GEORGE: So we're just striking the
15 words.....
16 THE CHAIR: "Recommends ways to."
17 TOM GEORGE: "Recommends ways to." To balance.
18 THE CHAIR: Because that's already covered in
19 the charter.
20 JOAN FRANKENVICH: The Denali -- okay, number
21 3, the Denali Backcountry -- this is a question to you, Joe,
22 since you're the Park Service person. The Denali Backcountry
23 Management Plan acknowledges that overflights and backcountry
24 landings are an important and necessary part of the range of
25 Denali National Park and Preserve experiences.

00174

1 Is that accurate?
2 THE CHAIR: Uh-huh.
3 JOAN FRANKENVICH: That's accurate. Okay.
4 NANCY BALE: I think Jim had something. Oh,
5 you just have a concern?
6 JIM EDWARDS: The only job of this group is to
7 make recommendations.
8 THE CHAIR: Right.
9 JIM EDWARDS: Period.
10 THE CHAIR: That is our job.
11 JIM EDWARDS: Towards voluntary actions.
12 THE CHAIR: That is our job. But our challenge
13 in doing that job is this balance.
14 JIM EDWARDS: That may be true, but that's our
15 job. So what is the purpose of this sentence or paragraph?
16 JOAN FRANKENVICH: I -- it makes sense to me.
17 I think it's to recognize that there are a variety of
18 viewpoints and all are valid.
19 JIM EDWARDS: I repeat: What's the purpose of
20 this particular paragraph?
21 JOAN FRANKENVICH: To recognize various
22 viewpoints. That doesn't answer your question?
23 THE CHAIR: Yeah, to recognize.....
24 JOAN FRANKENVICH: It works for me.
25 THE CHAIR:that there's a number of

00175

1 perspectives and they all have validity and that part of what
2 makes this group work is that we're all mindful and respectful
3 of those different perspectives and challenges and we're trying
4 to come up with something that works for everybody.
5 JIM EDWARDS: I like the idea of trying to

6 state that we're trying to be fair and balanced. And this is
7 not a restatement of our objectives. It's a set of
8 assumptions. So our assumption is any recommendation,
9 voluntary recommendation we make, we will try to be balanced
10 and fair to everyone.

11 JOAN FRANKENVICH: So you're saying you want to
12 add the recommendation stuff back in there?

13 JIM EDWARDS: No, I'm just trying to state the
14 purpose of.....

15 THE CHAIR: He's just thinking it through.

16 JIM EDWARDS:what we're writing. And to
17 the extent that this says that, then, we've succeeded.

18 THE CHAIR: Uh-huh.

19 CHARLIE SASSARA: Can I ask how -- about the
20 utility of the assumptions coming back.....

21 THE CHAIR: Please speak up.

22 CHARLIE SASSARA: Can I ask about just the
23 utility, if you will, you know, challenge the utility of this
24 assumptions page. Give your intent back to me of why. Why?

25 THE CHAIR: Since I was the original author of
00176

1 the original document, it's morphed a lot.

2 CHARLIE SASSARA: Right.

3 THE CHAIR: Oftentimes when a group of
4 different parties get together, when different interests get
5 together, the first thing you do is you try and get on the same
6 page.

7 CHARLIE SASSARA: Uh-huh.

8 THE CHAIR: I mean, by definition everybody
9 here is coming from diverse perspectives. So before you get to
10 recommendations and before you take any action or anything, you
11 just sort of try and find your common ground. What's kind of
12 your goal, which is different from recommendations. You know,
13 what's your starting point.

14 And it's a -- so it's a recognition, like the
15 three -- these four things starting out are kind of a
16 validating -- initially, it was basically to validate that, you
17 know, sound is an issue for people on the ground, and to
18 validate that sound impacts are necessary -- well, I don't know
19 if it still says necessary, but whatever it said originally.
20 That, you know, it's sort of a necessary evil, for lack of a
21 better word. And to sort of get kind of group recognition that
22 it's not just about protecting the quiet on the ground and it's
23 not just about protecting the economic viability of the air
24 taxi operators and other things, but that those interests all
25 need to be recognized and validated.

00177

1 So it's basically to validate our mutual
2 interests, was how I envisioned it. Okay.

3 SUSANNE RUST: And I'm not sure if this belongs
4 here or where it would go, but it seems like I'm not seeing
5 stated in here the importance or the value of the visitor
6 experience. Maybe I'm just missing it. Because the Park was
7 set aside with a purpose.

8 THE CHAIR: Uh-huh. I think it's -- the
9 intention of it to be is in the Wilderness Recreational
10 Opportunities, in number 2.

11 SUSANNE RUST: Yeah. I looked at that, but it
12 doesn't -- when I read it, it feels like it's missing from
13 there that we specifically state that -- it's just the way it
14 reads.

15 THE CHAIR: Uh-huh.

16 SUSANNE RUST: And perhaps I'm missing it. But
17 the Overflight Council recognizes the intrinsic values of
18 Denali National Park and Preserve. These values include --
19 and, of course, it includes these things. And I kind of was
20 looking at that statement thinking that something should be in
21 there; that it's part of.....

22 ERIKA BENNETT: Isn't that in number 3?

23 SUSANNE RUST: I didn't see it. Well.....

24 ERIKA BENNETT: Yeah, overflights.

25 SUSANNE RUST: But that's just -- we're talking

00178

1 about all users having access to the Park. Am I just off on a
2 butterfly or something?

3 THE CHAIR: Well, no, because I know we.....

4 CHARLIE SASSARA: Not necessarily. If you want
5 to bring back the foundation documents of what the Park is
6 about, we can look at those and look at language there and see
7 if you want to bring it forward.

8 I think that you have a belief that there is
9 something missing, but it would only be tested against what the
10 original documents are.

11 SUSANNE RUST: Yeah, I guess what I'm saying is
12 when I'm scoping out, thinking about making decisions, we're
13 thinking in terms of the different visitor perspective and
14 experiences, and how important that is, and that that park was
15 set aside with the intention of its enjoyment and use for today
16 and tomorrow. And, I don't know, I.....

17 THE CHAIR: Yeah, the specific -- the
18 Wilderness Recreational Opportunities is the public use
19 purpose of Denali in ANILCA, and that's where that came from,
20 is that that's

21 CHARLIE SASSARA: Right, whatever those.....

22 THE CHAIR: And even people that ride the bus
23 in, even though we don't -- Alaskans don't usually think about
24 riding a bus as a wilderness experience, for them it is. And
25 so that's right.....

00179

1 CHARLIE SASSARA: Yeah, because we interpret
2 our own experiences through this.

3 THE CHAIR: Right.

4 (Pause; council members continue review of
5 document)

6 MIRIAM VALENTINE: In all fairness to Susanne,
7 she is citing reference to the Organic Act, which, in the
8 creation of the Park Service, this balance between preservation
9 and the visitor experience. And then we have the unique -- so

10 let me just -- I'll do planning, just a quick 101. So there is
11 the Organic Act and then there is the enabling legislation of
12 the Park that really set it aside as a game refuge. So we have
13 very specific language about that. And we're overlaying that
14 with the ANILCA language of 1980, which does reference this
15 Wilderness Recreation.

16 So you can look at, well, which one of those --
17 I mean, I hear what you're saying. You're saying that maybe it
18 isn't just a wilderness recreation experience; maybe that
19 doesn't really say what's happening when you have a flightseer
20 having this phenomenal park experience and they're not getting
21 on the ground.

22 I think what's confusing is that a lot of
23 language referencing this group, this council, is from the
24 Backcountry Management Plan, which is very focused on, you
25 know, the back of the wilderness areas. Not to muddy it up or
00180

1 anything, but then you also have Wilderness Act language thrown
2 in there. So I would have to say you're right.....

3 SUSANNE RUST: I think you're touching upon
4 what I'm feeling, which is that speaking to the value for all
5 visitors, all visitors that access to the Park is also a value
6 of -- or, I don't know if it's a value, but it's something
7 that's part of why the Park was set aside. And if it's the
8 Organic Act, whatever, I'm.....

9 MIRIAM VALENTINE: And it's just -- you know,
10 the charter was specific to reaching -- I have to go back and
11 make sure -- the desired future conditions set forth in the
12 Backcountry Management Plan. And that's why I think the
13 language was chosen because, I mean, it kind of referenced
14 directly from the plan.

15 SUSANNE RUST: Right.

16 THE CHAIR: Uh-huh. And the plan, too, is
17 directly out of the language in ANILCA.

18 MIRIAM VALENTINE: Uh-huh.

19 THE CHAIR: Definitely.

20 MIRIAM VALENTINE: So that wasn't until 1980.
21 And you're -- I mean, there's a lot of different law that rules
22 the Park. I mean that's kind of why they are in those units.
23 Some area is wilderness. Old park. That's why the sound
24 standards are a certain way compared to different areas of the
25 Park. They're managed for different purposes.

00181

1 JIM EDWARDS: Let me point out also that the
2 law governing the use of the air space over the Park is a
3 wholly different source of the law and.....

4 BRIAN OKONEK: Susanne, you don't think that
5 item number 3 covers?

6 SUSANNE RUST: I think I was thinking more
7 broadly, just that the importance of that access for all people
8 to enjoy the Park; that that is kind of -- that it's a big
9 picture, standing back saying that everyone -- you know, that
10 the Park is an experience in different ways for all different
11 people. Maybe just a little bit broader. And maybe I'm

12 just -- I'm not trying to be nitpicky at all, but it struck me
13 when I was reading through it. I was thinking, well, where is
14 that and the importance? Because that's -- we're talking.....

15 BRIAN OKONEK: Well, it seems to me that your
16 concerns have the intention of the entirety of item number 3.

17 SUSANNE RUST: Well, just the overflights and
18 backcountry landing. No, because I'm speaking broader. I
19 guess.....

20 NANCY BALE: I have a quote from the Record of
21 Decision from the Backcountry Plan and it says specific
22 objectives include that this plan shall provide for the
23 public's freedom of use and enjoyment of the Park's backcountry
24 and wilderness in a manner that is consistent with Park
25 purposes and the protection of Park resources and values.

00182

1 That's probably as close a statement to what
2 you're what you're asking for.

3 SUSANNE RUST: Right. That's probably.....

4 NANCY BALE: But I think usually the value of
5 visitor experience is almost always paired up with that "in a
6 manner that is consistent" language with, you know, these
7 resources and these values, so.....

8 SUSANNE RUST: Right. I guess I just wanted it
9 stated more clearly, I think. And, I mean, I'm not going to
10 get stuck on it, but I just -- I thought it was important for
11 us. If anybody felt it was important, I'd be glad to hear it.

12 THE CHAIR: Yeah. Well, I don't think anybody
13 disagrees that it's important.

14 JOAN FRANKENVICH: I don't disagree, but it's
15 not.....

16 THE CHAIR: But I think it's.....

17 JOAN FRANKENVICH:key either.

18 SUSANNE RUST: It's not relative to making a
19 decision.

20 THE CHAIR: I mean, it's, you know.....

21 SUSANNE RUST: Okay. I'm okay. I'm fine.

22 NANCY BALE: I might want to take number 2 and
23 go, "The Overflights Council recognizes the intrinsic values of
24 the Denali National Park and Preserve, and these values
25 include," all these things, and their preservation. I might

00183

1 put preservation language in there. But I'm okay with it the
2 way it is. But, you know, to my thinking, the Park has these
3 intrinsic values, but it's also charged with protecting them.
4 And we don't use a lot of protection language in these
5 assumptions, but it's okay with me.

6 JIM EDWARDS: Well, not only don't we use it,
7 remember, this group is to make recommendations about
8 overflight activities which takes place in air space that the
9 National Park has no control over.

10 NANCY BALE: Yeah, it's kind of a dilemma.
11 I'll give you that, Jim.

12 JIM EDWARDS: Okay. And there is public law
13 that states how that must be used and whose rights must be

14 protected. And it's not just the national park or the climbers
15 or everybody else. Other people are using that air space for
16 wholly different purposes than the Park.

17 So that's why we are restricted to, quote,
18 voluntary activities, so that we don't get into that what is an
19 unsolvable dilemma. But it's an unsolvable dilemma if we don't
20 recognize that we've got to stick to voluntary efforts or we're
21 dead in the water.

22 THE CHAIR: Okay. Anything else about this
23 document? Are people ready to let it go?

24 NANCY BALE: Do we want to do a disclaimer that
25 nothing in the assumptions document is meant to change the

00184

1 purposes outlined in the charter?

2 JIM EDWARDS: I think we're getting.....

3 NANCY BALE: Or we don't think would come along
4 and say, oh, but you said in the assumptions document.....

5 BRIAN OKONEK: No.

6 NANCY BALE: Okay.

7 THE CHAIR: I mean we could say in the
8 beginning of the last part, we could say, thus, consistent with
9 the charter, blah, blah, blah, but I think -- I don't know that
10 we need to say that. I think it's fairly obvious.

11 CHARLIE SASSARA: Yeah, let's just -- people
12 are just asked to take it as it is and go forward.

13 THE CHAIR: Okay. Any objections, any concerns
14 with this document at this point? Or what's our voting
15 protocol? It's any.....

16 JOAN FRANKENVICH: We have a decision meter.

17 THE CHAIR: Decision meter? Okay.

18 JOAN FRANKENVICH: That we haven't checked at
19 all.

20 THE CHAIR: I know. And it wasn't any
21 objections. It was something.....

22 BRIAN OKONEK: All in favor?

23 NANCY BALE: Can live with it?

24 THE CHAIR: It wasn't that. It was like a.....

25 JOAN FRANKENVICH: Wait, wait, I have it.

00185

1 BRIAN OKONEK: I have it, too.

2 THE CHAIR: You can have an enthusiastic
3 thumbs-up or an I can live with it.

4 JOAN FRANKENVICH: Okay. Here it is.

5 BRIAN OKONEK: Here we go.

6 JOAN FRANKENVICH: Oh, I've got two copies.
7 Good for us.

8 THE CHAIR: Okay. So the important thing is,
9 is there anybody -- I mean, you can vote yes, you can vote
10 acceptable, you can live with it, you can be opposed which
11 means there could be a minority report, or you need more
12 information.

13 BRIAN OKONEK: Oh, I need more information.

14 THE CHAIR: So does Tom, I'm sure.

15 TOM GEORGE: So much more information.

16 THE CHAIR: So anyway, so the important point,
17 is there anybody that's opposed or needs more information?
18 NANCY BALE: Do we want to change the date?
19 THE CHAIR: Yes, we will want to change the
20 date.
21 NANCY BALE: Okay. To today's date?
22 THE CHAIR: To today's date.
23 JIM EDWARDS: Is the proposal that we leave it
24 as is, as was originally written or what?
25 THE CHAIR: No, as modified. We took out the

00186

1 "recommended ways to."
2 JIM EDWARDS: What's the as.....
3 THE CHAIR: Yeah. And we changed the date.
4 CHARLIE SASSARA: Just pass it around and
5 everybody initial it.
6 MIRIAM VALENTINE: That is a good idea.
7 TIM CUDNEY: It's not a bad idea.
8 NANCY BALE: I like that.
9 THE CHAIR: Especially since we're all here.
10 MIRIAM VALENTINE: Yeah.
11 BRIAN OKONEK: It's like done.
12 THE CHAIR: Okay. So Charlie is starting it
13 around. Okay.
14 BRIAN OKONEK: But did that get changed?
15 TIM CUDNEY: No, you have to make corrections
16 once it gets to you.
17 (General laughter)
18 JOAN FRANKENVICH: He's got the corrected
19 version? No.
20 THE CHAIR: The corrected version will only
21 take about three words.
22 TIM CUDNEY: You guys, this is not a court.
23 Let's just get on.
24 THE CHAIR: Okay.
25 TOM GEORGE: We agreed to it. This is one of

00187

1 these things you should note.
2 THE CHAIR: Oh, absolutely, yes.
3 TOM GEORGE: We just agreed to this, striking
4 those three words.
5 THE CHAIR: So I consider this like a preamble.
6 It's a preamble to whatever future actions we take. Okay.
7 Just pass the thing around. Okay. Great. Now I can resign as
8 chair.
9 Okay. Cool. Assumptions. Okay. So are we
10 done with -- no. Do you still want to do a presentation
11 about.....
12 ERIKA BENNETT: We have Joe Van Horn and
13 Miriam.
14 THE CHAIR: Yeah, Joe is finished.
15 ERIKA BENNETT: Oh, yeah.
16 MIRIAM VALENTINE: So Paul was just going to
17 give a couple of seconds on.....

18 ERIKA BENNETT: Joe's not finished. Jared was
19 done.

20 THE CHAIR: No, Jared and Joe is done, too.
21 You're done?

22 JOAN FRANKENVICH: Joe had the backcountry
23 presentation.

24 THE CHAIR: Yeah.

25 ERIKA BENNETT: Oh, okay.

00188

1 THE CHAIR: Okay.

2 CHARLIE SASSARA: Where did we choose to put
3 the monitor? We have one choice?

4 THE CHAIR: Yeah, I've got it on my list. I
5 mean in terms of actions, it's going to be, you know, whatever
6 voluntary measures we want to continue to explore and whatever
7 format that is; future meetings or field activities;
8 information and requests; and monitoring. Those are all
9 potential decision points.

10 MIRIAM VALENTINE: Okay. I'm ready.

11 THE CHAIR: Okay. Go for it.

12 MIRIAM VALENTINE: Okay. So there had been
13 questions at the December meeting. We posed that, you know, we
14 would need to think about filling the seats that would be
15 coming vacant in September. Sally sent a note out to those
16 members whose seats were coming up, so you should know who you
17 are.

18 Let's see, raise your hand if you're coming up
19 in.....

20 (Members raise hands)

21 MIRIAM VALENTINE: Right on. Nan, you're also
22 coming up. That's what I was afraid of. Okay. So I have
23 heard from Joan and Tim, Nancy, Scott. You know, I thought
24 there was almost kind of an assumption, you're the guy until --
25 and, Nan, you're the only one that I have yet to hear from.

00189

1 So let me share this with you. I put a call
2 back to D.C.; I said I want to make sure that we're following
3 whatever new procedure the new administration has asked us to
4 use. There's been a lot going on in D.C. and the new
5 administration has not gotten down to, wow, I wonder how we
6 should reappoint people.

7 (General laughter)

8 MIRIAM VALENTINE: So that being said, there is
9 actually legislation -- I think Paul mentioned this in
10 December, but there actually is legislation that allows members
11 to continue until -- you know, it isn't, well, your time is
12 done, you're off and then, wow, we're kind of missing half the
13 group. It's like there's actual legislation that allows
14 members to continue until appointments or a process is made.

15 There is also -- I suggested -- I shared our
16 thought that there was great interest among this group that we
17 keep it intact; that people are starting to feel like they're
18 getting on a roll. That was -- yeah, well, that sounds -- you
19 know, if that's the movement, kind of supported through Park

20 Service at a -- not only by Paul, but also at a regional level
21 and coming back to D.C., you know, they were open to that idea.
22 They're open to that idea because there is no -- there is
23 currently no direction that would prevent that.

24 So the thing you should know, though, in our
25 charter, the language until it's edited, which the Park will

00190

1 need to review it and provide anything back to D.C. by
2 September, is that in this reappointment, you're committing to
3 a four-year term. Yeah. So you should just note. I mean,
4 this is like because we really -- the language really doesn't
5 allow for any other option at this point.

6 So I just want to share that with people for
7 those who said, yes, this is exactly what I want to be doing.
8 I didn't know if you realized you were in for that big of a
9 show. So I leave that -- and, Nan, if you want to share with
10 me after the meeting, if you're up for this for four more or
11 no.

12 JIM EDWARDS: I'm guessing that some of us,
13 such as Scott and myself, representing agencies, would depend
14 on our assignments and reassignments.

15 MIRIAM VALENTINE: We currently don't have
16 language in the charter.....

17 JIM EDWARDS: But I warn you, if I get
18 transferred to Florida, I'm not going to be participating.

19 JOAN FRANKENVICH: You'll have to come all the
20 way back for.....

21 MIRIAM VALENTINE: It was actually one of the
22 things that was sug -- Mike Turnell, who kind of got this all
23 going.....

24 JIM EDWARDS: We looked at all of it before the
25 selections were made. I'm just pointing out to you that some

00191

1 of us are in a unique situation.

2 MIRIAM VALENTINE: Well, I think the revisions
3 to the charter should have consideration potentially that
4 agency positions on the council just allow for it to be filled.
5 So if Scott left, we get a new person from the mills (ph). If
6 Jim left, we get a new person from -- so that we don't have to
7 wait through the process.

8 It was suggested to me that that's how they had
9 originally hoped it to go. I don't know if something got lost
10 in some of the wording between here and D.C. or what. So
11 that's an update on that. Okay. Thank you.

12 THE CHAIR: Where is the assumptions document
13 that's going around for signatures?

14 CHARLIE SASSARA: They stopped me.

15 THE CHAIR: Oh, they stopped you?

16 NANCY BALE: Well, it wasn't edited.

17 THE CHAIR: Okay.

18 NANCY BALE: So if you could edit it.

19 JOAN FRANKENVICH: Well, just send around this
20 document.

21 THE CHAIR: Yeah, send around mine.

22 TOM GEORGE: You got it. You got it. Your
23 notes are on the paper. Good job.

24 JOAN FRANKENVICH: Miriam, did I understand, so
25 you don't need more information from us on people to replace
00192

1 us? We're okay to continue?

2 MIRIAM VALENTINE: The only person -- right. I
3 need to connect with Nan, but it's our intention then to put --
4 to ask for reappointments for those people who have indicated
5 they would like to serve again. That's what's going to go back
6 to D.C.

7 JOAN FRANKENVICH: Okay.

8 THE CHAIR: And that's going to happen every
9 year for the next two years until everybody is caught up with
10 four years. The three-year people will come up next year and
11 then the four-year people will come up after that.

12 JOAN FRANKENVICH: There's only two-year and
13 four-year people.

14 THE CHAIR: Oh, there's no three-year?

15 JOAN FRANKENVICH: Yeah, two and four.

16 MIRIAM VALENTINE: And so like -- so that's the
17 process in like April. I mean, like I was told, sure, that's a
18 great idea. We don't have a process. Go ahead and send -- if
19 that's what you'd like to do, we'll -- okay. If they come out
20 in June and say, you know, we really started thinking about
21 these (indiscernible) things and now here is the new process, I
22 mean, we might -- we won't have to -- I'm hoping we won't have
23 to go back and run everybody through, but just be aware. I
24 mean, it's a little bit of a moving target right now. I think
25 we have an optimum opportunity to get what the council is
00193

1 saying that they would like to have.

2 THE CHAIR: Before they figure out what they
3 want.

4 MIRIAM VALENTINE: Pretty much.

5 ERIKA BENNETT: Let's tell them what they want.

6 THE CHAIR: Yeah. No, I agree; the faster we
7 move, the better off we'll be.

8 MIRIAM VALENTINE: Yep. Okay. I'm done.
9 That's it.

10 JOAN FRANKENVICH: Can I say two words on this?
11

12 THE CHAIR: Oh, yes, Joan, on another.....

13 JOAN FRANKENVICH: Was that a yes? I don't
14 think it got all the way around.

15 THE CHAIR: No, I don't think it got all the
16 way around.

17 JOAN FRANKENVICH: Just a few words on -- we
18 were talking -- there was a suggestion earlier today when I was
19 showing the backcountry use map to superimpose the flight paths
20 and Joe -- we got this copied from the draft backcountry plan.
21 And so -- and then they -- we're sending it around with the
22 idea that some of this information has probably changed. So
23 anybody who is an air tour operator want to look at it and see

24 if these flight paths are still accurate or not, and has
25 changed or not before we superimpose the two maps, that would
00194

1 be most helpful.

2 THE CHAIR: Okay.

3 NANCY BALE: And I have some stuff from Cat Air
4 (ph) and from Ron from our last work group meeting, so that
5 would be -- I probably have some to add from that.

6 TIM CUDNEY: There's no key to this or anything
7 like that, or is there just -- you just assume you know where
8 yours is and just -- no, I'm serious.

9 THE CHAIR: Tom, you didn't sign it.

10 TIM CUDNEY: Sorry. That's -- it's okay.

11 THE CHAIR: No, no, no. You have to sign it.

12 JOAN FRANKENVICH: I didn't see -- I saw a
13 black and white copy. I didn't see the original. Actually, it
14 was an original. It was a black and white out of the draft.
15 You're right. So it's hard to know what's your path.

16 SUSANNE RUST: Yeah, because they all get
17 jumbled, especially if you're....

18 JOAN FRANKENVICH: How about....

19 CHARLIE SASSARA: Joan, I don't know. I don't
20 think this is going to be a useful tool for us.

21 JOAN FRANKENVICH: Okay. Well, like I said,
22 what if people draw on the map what their company does so we
23 can superimpose it on the map?

24 SUSANNE RUST: Why don't -- we could do that at
25 the next....

00195

1 THE CHAIR: Next working group?

2 SUSANNE RUST: Next working group. I mean it's
3 not going to be for awhile, but I could get people to provide
4 some of that information about what their most -- their
5 preferred routes are, maybe, and even bad weather routes.

6 JOAN FRANKENVICH: Uh-huh.

7 TIM CUDNEY: I want to be real careful about
8 naming them routes or whatever. I'd kind of like to keep it
9 "areas of operation." I'd be very careful of that.

10 SUSANNE RUST: Thank you.

11 TIM CUDNEY: Yeah.

12 SUSANNE RUST: I'll correct myself.

13 TIM CUDNEY: No, I meant for -- because we have
14 a habit of doing that.

15 THE CHAIR: And even this map, I realize it's
16 from the backcountry plan, but, you know, if we adopt something
17 like this, you're saying that we don't want to use the word
18 "routes."

19 CHARLIE SASSARA: Right.

20 THE CHAIR: Okay. Good point. So the working
21 group, to summarize the Best Practices working group, is going
22 to look at this and see if this can be usefully updated. Is
23 that the best way to put it?

24 SUSANNE RUST: To get people to contribute
25 commonly flown flight paths or something like that.

00196

1 CHARLIE SASSARA: Coming back to your
2 suggestion about the education, wasn't there a product? That
3 this is the product that you wanted to communicate to people
4 about what you're doing. And so if you're going to Tom's
5 constituents, is that sort of the outcome, which is this is
6 where we're operating and these are the areas that we are
7 choosing to do whatever in? Is that the intention of the
8 document?

9 JOAN FRANKENVICH: No.

10 CHARLIE SASSARA: Because I think we're losing
11 the intent of the document.

12 JOAN FRANKENVICH: For me the intent was --
13 well, there was a suggestion somebody made when we were talking
14 about that map. For me, the intention is to just get a better
15 understanding of what's going on on the ground. And if we've
16 got five charter companies all going the same route, maybe
17 there's a safety issue there; maybe that's an area to
18 concentrate to not do areas of operation on that route.

19 NANCY BALE: And now that we've had a
20 commitment from the Park Service that they aren't hard and fast
21 about the road, that does open up some opportunities for
22 spreading use out.

23 JOAN FRANKENVICH: You know, one problem with
24 this, Charlie, it's hard to make recommendations on what to
25 change if I don't know what's happening with the map.

00197

1 CHARLIE SASSARA: Okay.

2 JIM EDWARDS: And I would say that piece of
3 paper is very useful to me and I think some of the other
4 members of the committee just as a general overview.

5 THE CHAIR: Yeah.

6 JOAN FRANKENVICH: Yes.

7 JIM EDWARDS: I can compare the sound areas of
8 this product with that one and I begin to see why this one
9 looks the way it does. It does serve a use for me.

10 THE CHAIR: Yeah, in fact, it is. It's the
11 flip side; it's information.

12 JIM EDWARDS: That's all it is.

13 JOAN FRANKENVICH: Right.

14 THE CHAIR: So it's not like.....

15 JOAN FRANKENVICH: It's not a.....

16 THE CHAIR: Like these are going to be the
17 recommendations or -- yeah, exactly.

18 JOAN FRANKENVICH: Yeah, right. Okay.

19 THE CHAIR: Yeah.

20 JOAN FRANKENVICH: I'm not meaning that as this
21 is where you should go or this is the route. I'm just --
22 clearly information; a tool to use.

23 JIM EDWARDS: It's just helping me understand.

24 CHARLIE SASSARA: Oh, gotcha.

25 JOAN FRANKENVICH: Not a recommendation, no.

00198

1 THE CHAIR: Okay. So commonly used areas.

2 JOAN FRANKENVICH: Commonly used.
3 THE CHAIR: Period.
4 CHARLIE SASSARA: Yeah, because we have
5 different representations of this issue, which we have this
6 one, we have the one where -- we've got this piece, right? And
7 then we've got the -- what was the one with the model of
8 the.....
9 JOAN FRANKENVICH: Amanda Peacock's.
10 CHARLIE SASSARA: Amanda Peacock's.
11 THE CHAIR: Uh-huh.
12 CHARLIE SASSARA: And those together probably
13 represent the broadest range of our understanding.
14 JOAN FRANKENVICH: Well, and where this.....
15 CHARLIE SASSARA: Don't you think? And so
16 those -- we don't necessarily have to model all in one
17 document, but if we keep the three together, we have at least a
18 common framework. How's that?
19 JOAN FRANKENVICH: Sure. And where this came
20 from is on the break, I was talking with Guy about
21 superimposing the Amanda Peacock, and he said, actually,
22 there's better maps because that was a gal who independently
23 flew six flights, but that's not necessarily a good representa-
24 -- that's not the best representation.

25 CHARLIE SASSARA: Okay.

00199

1 JOAN FRANKENVICH: We have a better
2 representation and we like to keep this current. So if you
3 guys could update it, it'd be great.
4 CHARLIE SASSARA: Oh, I see.
5 JOAN FRANKENVICH: That's kind of where that
6 came from. So this is, to some degree, replace that Amanda
7 key.
8 THE CHAIR: Of Amanda. Okay.
9 JOAN FRANKENVICH: But to consider that this
10 is probably more accurate or we need to make it more accurate;
11 that there was limited information in the graduate student.
12 CHARLIE SASSARA: Well, the information --
13 right, and the information that was helpful from the Amanda
14 Peacock document is it showed with the intensity was.
15 THE CHAIR: Yeah.
16 JOAN FRANKENVICH: Yeah.
17 CHARLIE SASSARA: Because this is uniform
18 everywhere, and it's not that way.
19 JOAN FRANKENVICH: And how far it goes out.
20 THE CHAIR: Yeah. If this could be graphically
21 morphed into an Amanda Peacock style graphic, that would be
22 perfect.
23 CHARLIE SASSARA: Yeah, then it would -- yeah.
24 THE CHAIR: Yeah.
25 TOM GEORGE: Be careful here because, again,

00200

1 the Amanda Peacock thing was a model which.....
2 THE CHAIR: It was a model, yeah.
3 TOM GEORGE:didn't include a bunch of

4 things. So -- and, in fact, isn't the Park Service picking
5 that up and doing more with that? Didn't I hear that at a
6 previous meeting? Is that sound modeling?

7 GUY ADAMS: We'd like to get more towards sound
8 mapping. There's a new piece of software that allows a little
9 more efficient way of doing it. And as we have more and more
10 data, we're able to graph through our data. It's not a short-
11 term, but we're able to learn the range of inference of the
12 sites monitored through this increasing high-quality sound
13 mapping software. It's not something short-term that we expect
14 to have results on. It's something that if there was a need,
15 we could do more of -- on a shorter term, but for the general
16 sound monitoring, it's part of the program that we'll grow
17 into. It's not something we're trying to finish in the next
18 few months.

19 TOM GEORGE: Okay.

20 GUY ADAMS: We could -- I mean, we could do
21 sound mapping like Amanda's and we could put 20 GPS on
22 everybody's aircraft and do something like that. It's a
23 significant effort, so I think it should be requested with
24 thought, I guess, before we start.....

25 TOM GEORGE: Yeah.

00201

1 GUY ADAMS:chasing -- unless there's a
2 real use for it. I would say on Amanda's map, hers are exactly
3 accurate, but this backcountry map is -- it's a little more
4 generalized of what we.....

5 TOM GEORGE: More representative?

6 GUY ADAMS: More representative, and hers is
7 exactly accurate for those six flights. Or eight flights. I
8 forget.

9 CHARLIE SASSARA: It seems to me that, if I
10 may, that it's a lot like the assumptions document; that it's
11 something that we produce together as our understanding of what
12 is. Right? And so if we could sort of keep in some pieces
13 that are at higher priority of our own -- you know, all these
14 documents compact, but if we keep those three maps together
15 with the assumptions, then we've got, you know, at least a
16 reference that we keep coming back to.

17 THE CHAIR: Uh-huh. Okay. So the working
18 group is going to work on refining this?

19 JOAN FRANKENVICH: Uh-huh.

20 THE CHAIR: Okay. That's a decision. And we
21 decided that we're going to create a packet that we're all
22 going to keep together and it's going to be our handy-dandy
23 little packet of your map.....

24 JOAN FRANKENVICH: Oh, we did?

25 THE CHAIR: Yeah. Well, somebody said -- I

00202

1 thought that sounded good.

2 CHARLIE SASSARA: Yeah, because at the end of
3 the day, it would be the assumptions, the maps, and then 2009
4 actions that Susanne brings forward from the group and said
5 these are the things that we can do. And then the missing

6 piece on that is how do we know if we're being successful? The
7 monitoring question.

8 THE CHAIR: Right, right. Well, how are we
9 doing on time? Okay. Maybe.....

10 JOAN FRANKENVICH: It's 3:00.

11 THE CHAIR: It's 3:00. So maybe we should
12 spend some time talking about the working group's
13 recommendations or recommendations in progress. I'm a little
14 bit unclear about how much those recommendations are
15 recommendations in progress, how much of them are ready for
16 prime time by this group, or whether the big group wants, as an
17 action, just say to the working group keep at it. And if
18 that's the best we can do, that's not bad because you've
19 already done a lot. So there's a -- I mean, the work group has
20 done a lot of work.

21 Is there anything in there, anything that the
22 work group kind of concluded or felt comfortable enough with
23 that we could then adopt as an interim voluntary measure for
24 this summer? And the reason I ask that is because if there is,
25 then that may tie into the last question about the monitoring

00203

1 station. Is there somewhere we could put a monitoring station
2 that will observe the effects of that?

3 TOM GEORGE: I think the "keep at it" is really
4 about all you can do because these things are almost pre-draft,
5 hopefully going to draft, and to be distributed to the
6 operators, you know, before this season.

7 THE CHAIR: Uh-huh.

8 TOM GEORGE: But the operators probably won't
9 actually get to meet and really consider them or additional
10 steps until fall.

11 THE CHAIR: Uh-huh.

12 CHARLIE SASSARA: Isn't there something that
13 happened this year?

14 TOM GEORGE: Something has happened this year
15 and that's what we described this morning.

16 CHARLIE SASSARA: I know, but I'd push a little
17 bit harder that there is like here's one concrete change that's
18 volunteer that we're recommending for this year.

19 JIM EDWARDS: How would you disseminate and who
20 would fund it?

21 CHARLIE SASSARA: It would be.....

22 JIM EDWARDS: No, let me reask that question
23 because I think your question is naive. I don't think we have
24 time to adopt something, find the people that are going to
25 publish it and disseminate and fund it. My experience with

00204

1 these kind of projects is we have no time for the summer
2 season.

3 CHARLIE SASSARA: I respectfully disagree.

4 JIM EDWARDS: Okay. And I'm willing to listen.

5 CHARLIE SASSARA: Because if we can get -- the
6 volunteer effort that has -- that matters are the commercial
7 operators. That's the crux of this right here. Because if

8 they think they can make an effort and it works, then that's
9 the one that I'm most supportive of to say there's an activity.
10 And the dissemination of the information is not difficult
11 because there's just, what, half a dozen companies. And you
12 mentioned two, I think, pretty concrete ideas about the
13 circling around Denali, and I think one other that was good,
14 you know, saying, you know, this is what we can do this year.

15 SUSANNE RUST: Just to speak to that, I think
16 it is a process and if these were ideas that.....

17 CHARLIE SASSARA: Right.

18 SUSANNE RUST:we had a discussion, they
19 need to go back and I need to make certain that there's
20 support.

21 CHARLIE SASSARA: Exactly.

22 SUSANNE RUST: And so it's a process. And the
23 problem is, I can tell you, I feel like I'm herding cats. I'm
24 calling people on the phone; I can't get people to attend, and
25 I'm busy. And the reality is -- I mean, I'm willing to put in

00205

1 the effort, but right now I have to take care of.....

2 CHARLIE SASSARA: Right, right.

3 SUSANNE RUST: Everyone is taking care of
4 business right now. And so there is some of that balancing.
5 And we might, maybe working together -- I don't know what I can
6 get to as far as what I can get people to respond to or to.....

7 CHARLIE SASSARA: Can we help in some way?

8 THE CHAIR: What I was going to say, maybe we
9 can help by saying, you know, we recommend that the working
10 group continue its efforts to develop voluntary measures, you
11 know, such as continuing to explore the idea of, you know,
12 doing Denali on the north side or the couple of those things
13 that seemed like they were going in a good direction, but
14 they're not set in stone. But just to show that there are some
15 specific examples and that will be something that people are
16 going to react to, and that will get them to come out of the
17 woodwork.

18 CHARLIE SASSARA: Right.

19 NANCY BALE: A recommendation is a good way to
20 get buy-in to a meeting.

21 TOM GEORGE: She's got her hand up next.

22 JOAN FRANKENVICH: What I see happening is I
23 don't feel ready to make a broad announcement to the world,
24 that is our voluntary actions. But I do see it would be -- how
25 about we have two good ideas on the table; that it would be

00206

1 great to field test them this summer? And what I would -- I
2 mean, Eric was -- he was fantastic at the last meeting. He's
3 like drawing routes, like this is where I'm going to fly. He's
4 like, and I'm going to do it this summer and I'm going to tell
5 my pilots not to fly over Denali Pass and I'm going to tell
6 them to do this, and I'm also going to ask them to tell me when
7 they deviate from that. So Eric is already -- I mean, Eric
8 already decided, he is doing it. And that's great.

9 And I don't know where your company is at, but

10 I think the thing is to -- those who want to try, I think that
11 we should field test and if just you and Eric want to field
12 test them and then tell the others we're field testing this, if
13 you care to participate.....

14 SUSANNE RUST: Right.

15 THE CHAIR: Oh, that's true. Yeah.

16 CHARLIE SASSARA: Yeah, it's cool.

17 SUSANNE RUST: And I think that that's a good
18 idea.

19 JOAN FRANKENVICH: Because we're considering
20 this as a voluntary measure in the future and we want to field
21 test. Maybe you'd like to field test because if it doesn't
22 work for you, now is the time to find out it doesn't work.

23 SUSANNE RUST: But, wait, one thing along with
24 that is there has to be a way -- if we're field testing, there
25 has to be a way to evaluate.

00207

1 ERIKA BENNETT: Well, that's where Charlie
2 comes in. Charlie, all you'd have to do is talk to the.....

3 CHARLIE SASSARA: Is to sit up there and watch.

4 ERIKA BENNETT: Well, all you'd have to do is
5 ask the guide companies.....

6 PAUL ANDERSON: So are you asking for a permit
7 for the whole season, Charlie?

8 ERIKA BENNETT: All you've got to do is ask the
9 guide companies to have their guides keep tabs. I mean, I know
10 that they're working.....

11 JOAN FRANKENVICH: Yeah. And same for Park
12 Service rangers.

13 ERIKA BENNETT: Yeah, just alert the people who
14 are going to be up there and.....

15 PAUL ANDERSON: If you do this, that project
16 that we're talking about, we will commit to assigning our
17 rangers to gather the information that you request, to evaluate
18 the success.....

19 CHARLIE SASSARA: Cool.

20 PAUL ANDERSON:or the impact, whether
21 it's successful or not.

22 ERIKA BENNETT: And a lot of the guides have
23 been up there numerous times and they're going to either notice
24 a difference or not.

25 THE CHAIR: Uh-huh. Yeah.

00208

1 NANCY BALE: You know, I would like to suggest
2 a before-and-after study because I see you put -- you had a
3 soundscape station at Kahiltna Pass in '08. Do you have data
4 crunched from that yet?

5 PAUL ANDERSON: Uh-huh.

6 NANCY BALE: I would like to suggest that we
7 keep it there in '09 because then you have a before and after.
8 Now, of course, we've had -- we'll have the recession and all
9 the other stuff, but.....

10 CHARLIE SASSARA: It's the best you can do.

11 NANCY BALE:there might be a

12 meaningful -- and I think this other station over here, is that
13 on the Trolika.

14 ERIKA BENNETT: It's on the Tokositna.

15 NANCY BALE: You know, the '09, the one on the
16 other side. Is that on the Trolika?

17 JARED WITHERS: The one for '09?

18 NANCY BALE: This one here, yeah.

19 JARED WITHERS: Yeah, that's Upper Trolika
20 area.

21 NANCY BALE: Well, that could just move over --
22 stay -- could that stay -- be held then?

23 JARED WITHERS: No.

24 ERIKA BENNETT: That's one of the random ones.

25 THE CHAIR: We don't get to move them; we can

00209

1 only add.

2 ERIKA BENNETT: That's called -- that's why
3 it's random.

4 NANCY BALE: Okay. All right. I'm just trying
5 to help. I should keep my mouth shut.

6 CHARLIE SASSARA: Sally already tried that one.

7 THE CHAIR: I tried it, yeah. Right.

8 ERIKA BENNETT: Random. Random.

9 SUSANNE RUST: I was just going to say, don't
10 you think it's easier for -- I think it's easier, actually, to
11 try some things on the south side. I mean, I don't know about
12 north side.

13 TIM CUDNEY: Well, on the north side there's
14 probably one and I think it would be a recommendation that the
15 working group work with Park administration regarding potential
16 ingress and egress. Try it over the headquarters a couple
17 times. Find out what kind -- you know, the head.....

18 JOAN FRANKENVICH: Maybe we should try that and
19 just see.....

20 TIM CUDNEY: Well, the head -- just see, but I
21 mean it has to be a cooperative effort. But the headquarters
22 is already a congested noisy area. They're.....

23 ERIKA BENNETT: People probably wouldn't notice
24 airplanes.

25 TIM CUDNEY: They're used to certain white

00210

1 noise. But they're used to a certain sound and, you know,
2 maybe let Era try it for one month and then let Denali Air try
3 it for the other month. And, you know, I can't say or speak
4 for Talkeetna Aero because they've got a different approach
5 altogether. So, I mean, I'm willing to give that a try. And
6 it's a start. And like even in the first week, if we
7 get some substantial noise complaints, boom.

8 JOAN FRANKENVICH: We stop.

9 BRIAN OKONEK: Yeah. It doesn't mean you have
10 to continue.

11 JOAN FRANKENVICH: Right.

12 TIM CUDNEY: And it's an easy fix for us.

13 NANCY BALE: And there's that station there.

14 Of course, there wasn't a station in Triple Lakes before, so --
15 but, oh, well, there will be one this year.

16 THE CHAIR: Yeah, but like if he operates that
17 way for a month and then not another month, then right there
18 there's going to be -- oh, that's right, but the sound station
19 is only going to be there for one month.

20 TIM CUDNEY: But on the other side of that, I
21 mean we're 12 miles separation from the Denali Air departure
22 and we just depart, you know -- obviously, you know, stay free
23 and clear of the buildings and congested -- excuse me,
24 sensitive areas, you know, populated areas and gain altitude as
25 quick as we can and depart. Denali Air will already be at
00211

1 altitude by the time they get there.

2 THE CHAIR: Uh-huh. Yeah. Well, one thing you
3 could do is, when you decide to do a change, do it in the
4 middle of when that Triple Lakes sound monitoring station is
5 there. So half the time you're under your -- what you've been
6 doing so far, and then half the time will be under a new
7 protocol and see what difference that makes.

8 SUSANNE RUST: Along those lines, I'm just
9 wondering if we should look at doing something like that on the
10 south side so that we actually -- instead of having this funky
11 year, that you actually take -- so if it's the month of June,
12 that you take the first half in, you know, normal operations or
13 different operations, then shift back so that you can actually
14 see and.....

15 THE CHAIR: Uh-huh.

16 SUSANNE RUST:specify that time period.
17 So that we define it and specify it. And then we would have
18 information versus kind of more anecdotal information.

19 CHARLIE SASSARA: That's cool.

20 SUSANNE RUST: And there will be, I think,
21 challenges because there may be -- we'd want to look at a
22 period, especially with the climbers, where it's kind of
23 consistent. It's.....

24 TIM CUDNEY: Right. Where they are on the
25 mountain in the season.

00212

1 SUSANNE RUST: Yeah, so that we have, you know,
2 similar numbers. You don't want to do, you know, where
3 they're -- you know, at the first half of the month, there are
4 hardly -- you know, there are far less and a lot more -- but we
5 want to have similar -- so probably, you know, June. You know,
6 but so then define that. Split it and maybe start out with new
7 operations and shift to old operations and see if people see a
8 difference. Because I think that that would be.....

9 THE CHAIR: And that would give you a
10 comparison.

11 JOAN FRANKENVICH: And take the economic change
12 out of the equation.

13 THE CHAIR: That takes the economics out of it.

14 CHARLIE SASSARA: Yeah, and you'd know right
15 away. You can test it early.

16 SUSANNE RUST: That's good.
17 JOAN FRANKENVICH: Yeah, we can start out with
18 the new patterns first.
19 SUSANNE RUST: And the last.....
20 JOAN FRANKENVICH: The climbers will be there
21 then.
22 SUSANNE RUST: The only concern is lack of
23 consistency. Starting to try to coordinate operators, you
24 know, saying (indiscernible - simultaneous speech).....
25 JOAN FRANKENVICH: Okay. Whatever works for
00213

1 you guys.
2 SUSANNE RUST: But I think it is a good idea,
3 if I could get -- if we could get them to do it, it's.....
4 THE CHAIR: Well, even if only half of.....
5 JOAN FRANKENVICH: And even if you can't, if
6 just a couple did.
7 THE CHAIR: Even if only half of them do it, or
8 two or three, it'll probably have immeasurable effects.
9 JOAN FRANKENVICH: And I'm speaking off the top
10 of my head, but it does make sense that people try it because
11 if it doesn't work for them we need to know before some of you
12 say, yeah, it did work and we make a recommendation and then,
13 you know, their input doesn't get in there.
14 CHARLIE SASSARA: That's really useful.
15 THE CHAIR: Uh-huh.
16 JOE VAN HORN: To make a bad pun, it could be a
17 pilot test.
18 (General laughter)
19 JOAN FRANKENVICH: And the only problem that
20 keeps somebody -- and, potentially, it seems to fall on your
21 shoulders, is that somebody has got to keep track of when the
22 patterns are shifting.
23 SUSANNE RUST: Tom will help me. Won't you,
24 Tom?
25 JOAN FRANKENVICH: Yeah, if you can delegate
00214

1 it, that would be great.....
2 TIM CUDNEY: Sure.
3 JOAN FRANKENVICH:because a lot is
4 falling on you.
5 TIM CUDNEY: Yep.
6 ERIKA BENNETT: I can help. Susanne, I think I
7 can help.
8 SUSANNE RUST: You'll help? Okay.
9 ERIKA BENNETT: I mean I'll be in the area.
10 JOAN FRANKENVICH: And it might be -- I mean,
11 Susanne, it might be easier -- I don't know what your work
12 schedule is this summer, but, yeah, somebody who can maybe
13 write it on their calendar and keep -- I mean, you're in the
14 middle of business.
15 ERIKA BENNETT: Yeah, I'll be flying out of
16 Anchorage this summer, but I can -- I'll be up there.
17 SUSANNE RUST: We have meetings with our, well,

18 less frequent LLC meetings, but I usually meet with those guys.
19 JOAN FRANKENVICH: And obviously this -- you'll
20 have to coordinate with Jared on when the sound stations are
21 there.

22 ERIKA BENNETT: Yeah, Jared is going to have to
23 tell everyone.

24 JOAN FRANKENVICH: And they're working and all
25 that.

00215

1 ERIKA BENNETT: Yeah.

2 TIM CUDNEY: Well, plus, I mean we're not that
3 far. I mean, Jared could pick up the phone and say, hey, what
4 do you think? We set this date for this, and try it. I mean,
5 really, there's not that many of us. And, besides, I think
6 we're probably not going to have any impact at all this year
7 because due to the economic downturn, we're going to switch to
8 Ultralights and just.....

9 ERIKA BENNETT: Slingshot them into the air.

10 TIM CUDNEY: Just do a couple at a time. Our
11 profit will really go up. So will our insurance, but that's
12 okay.

13 TOM GEORGE: Hang-gliders.

14 TIM CUDNEY: Yeah.

15 GUY ADAMS: Sally, if I could.....

16 THE CHAIR: Oh, yeah?

17 GUY ADAMS: For the request for this, if you
18 could be as detailed as possible and say the dates that you
19 want them to happen, say the particular place, because that
20 would give us a lot to help work around. So instead of just
21 Jared saying when he's going to do it, recommend what you want,
22 what works best for you. And if you're not quite sure how to
23 measure it, say what you want and then we can design an
24 experiment around it more accurately than you telling us to put
25 a station somewhere, and we're just going to measure everything

00216

1 or measure half of the things.

2 CHARLIE SASSARA: We could do that right here.

3 THE CHAIR: That's true.

4 ERIKA BENNETT: May 15th through June 15th.

5 JOAN FRANKENVICH: Uh-huh.

6 CHARLIE SASSARA: We could do it -- look, we
7 could do it right here. Let's make -- actually, let's do it.

8 Okay.

9 GUY ADAMS: Come to some detail.

10 CHARLIE SASSARA: Okay.

11 GUY ADAMS: And let us know what it is.

12 CHARLIE SASSARA: So Denali Pass.

13 BRIAN OKONEK: Oh, Kahiltna Pass, you mean?

14 CHARLIE SASSARA: Kahiltna Pass.

15 BRIAN OKONEK: Kahiltna Pass.

16 ERIKA BENNETT: May 15th to June 15th?

17 BRIAN OKONEK: Hmm, no, I'd push it a little
18 bit later. I'd.....

19 ERIKA BENNETT: Later?

20 BRIAN OKONEK: Yeah. Well, I don't know,
21 that's not bad.
22 ERIKA BENNETT: I think the bulk of
23 everybody's.....
24 SUSANNE RUST: Well, couldn't we ask? Couldn't
25 we call the ranger station and just see what groups are
00217

1 registered?

2 BRIAN OKONEK: And see what -- uh-huh.

3 SUSANNE RUST: I mean that would be the
4 simplest way to say, okay, you know, kind of where.....

5 BRIAN OKONEK: Well, another thing, too,
6 Susanne, is your scenic flights don't really get charged up mid
7 May, do they?

8 SUSANNE RUST: Well, not this year.

9 BRIAN OKONEK: No. See, I would think you
10 wouldn't want to start up there at Kahiltna Pass until June.

11 SUSANNE RUST: Yeah, probably.....

12 CHARLIE SASSARA: So take the month of
13 June.....

14 BRIAN OKONEK: Yeah.

15 CHARLIE SASSARA:and split it in half.

16 BRIAN OKONEK: Uh-huh.

17 CHARLIE SASSARA: Okay. There's one.

18 JARED WITHERS: I'd like to add something to
19 the Kahiltna Pass discussion. That site was really expensive
20 and really -- it was really a pilot spot. We had never put one
21 that high before in elevation. The Park -- you know, the
22 Park -- the normal Park helicopter couldn't land that high. We
23 had to take the Lama and it was a one-shot deal. We dropped
24 the equipment off and go, and let it sit up there until it died
25 (indiscernible - coughing) 13 days. So having equipment at
00218

1 that type of location running at a given date and time is not
2 trivial.

3 TOM GEORGE: So this year, Jared, you're going
4 with it. CHARLIE SASSARA: Yeah, we just leave
5 him there to take care of it.

6 ERIKA BENNETT: It doesn't have to be
7 necessarily monitored. It could still be a.....

8 CHARLIE SASSARA: Switch -- a change in the
9 policy -- operating policies and then we use anecdotal
10 information to.....

11 ERIKA BENNETT: Right. It could be all
12 subjective.

13 CHARLIE SASSARA:do it as best we could.

14 SUSANNE RUST: Could we -- I was just thinking
15 about if we wanted to do a shorter period. I mean, what's more
16 important? I guess the anecdotal information or.....

17 CHARLIE SASSARA: Do it when you make the
18 transition.....

19 SUSANNE RUST: Yeah, but.....

20 CHARLIE SASSARA:for this on either side
21 of it. Okay. So the 15th of June is the mid, right? So on

22 the 10th, we're doing one part of the monitoring and we switch
23 to the 15th and we do the five days on the other side.

24 SUSANNE RUST: Okay. Got it.

25 JARED WITHERS: I'd say anything higher than

00219

1 base camp has a high probability of.....

2 CHARLIE SASSARA: Not working?

3 JARED WITHERS:not giving better data.

4 GUY ADAMS: If it was a controlled experiment,
5 we could do better. If we knew that it was a controlled
6 experiment, three days this, three days that, you know, Jared
7 could sit there with it because, honestly, to make sure that
8 it's recording the whole time. Because that's what happens.

9 CHARLIE SASSARA: Right.

10 GUY ADAMS: You set it up and it turns out that
11 two days later you don't know for two weeks.

12 JOAN FRANKENVICH: What are you doing for six
13 days in June?

14 CHARLIE SASSARA: Well, no. This might be
15 something that we can get someone else to work with you that
16 has an interest in -- you know, maybe a college student or
17 something to be that monitor.

18 JARED WITHERS: Yeah, a controlled experiment
19 would definitely be.....

20 CHARLIE SASSARA: Okay. So if we find you the
21 person.....

22 SUSANNE RUST: Well, one thing I want to
23 caution, I was just thinking about this, was weather.

24 CHARLIE SASSARA: Right.

25 SUSANNE RUST: If it's not a month.....

00220

1 CHARLIE SASSARA: Right.

2 SUSANNE RUST:it may not even be valid.
3 You get four days of cruddy weather and that's half of -- I
4 mean, it throws everything off.

5 CHARLIE SASSARA: Right.

6 SUSANNE RUST: So without really having two
7 weeks on monitoring both, it may not be really worthwhile or
8 the effort. That's what I'm wondering.

9 CHARLIE SASSARA: Well, my experience is that
10 you can't beat the weather in a week, but you can beat the
11 weather in four days, which means -- and the climbing
12 perspective is you can look at the weather and you go we can do
13 this and you have enough window to get it done. But the nature
14 of the weather systems up here is if you wait a week, it's
15 going to change; it'll be another system.

16 So a four-day experiment on a good weather
17 window is going to be where the aircraft can fly.

18 ERIKA BENNETT: Do we have the short-term
19 capacity to say, okay, we've got a good weather window; can we
20 do it this week?

21 CHARLIE SASSARA: I mean, and you just go,
22 okay, here's the weather that's showing up, let's do it this
23 week.

24 ERIKA BENNETT: I'm asking the guy that
25 matters.

00221

1 JOE VAN HORN: I'm wondering is there anything
2 that you can get out of this without the equipment. I don't
3 know the situation, but is there something that somebody can
4 think of. As Paul said, if we've got staff at 14,000, is that
5 an adequate location to do anything from in terms of, you know,
6 listening by people. I know it's not the equipment, but is
7 there something that somebody can think that's going to get
8 better that somebody can detect in a reasonable way to even
9 establish whether there's something positive or not happening?

10 CHARLIE SASSARA: He said that he could
11 obligate them to monitoring.

12 JOE VAN HORN: Yeah, I think that's possible.
13 It's just what would somebody -- what would change when this is
14 going to happen? If somebody is on the ground, what do you
15 think the change would be that they would hear from your
16 experience up there, or experience?

17 BRIAN OKONEK: Well, I....

18 JOE VAN HORN: Is there a way of describing
19 that and then you could get something out of it without the
20 equipment just for this initial run-through?

21 BRIAN OKONEK: Yeah. What you have to have is
22 somebody -- being at 14 wouldn't do it for the Kahiltna Pass
23 crossing. You'd have to have somebody camped on the Upper
24 Kahiltna Glacier, not necessarily right at the pass, but some
25 place on the upper glacier, and you'd have to have -- to notice

00222

1 the difference, you'd have to have, being one day at least,
2 people just doing standard procedure, just pulling power all
3 the way up the Kahiltna to just clear the pass.

4 You know, they go over at about 500 feet over
5 the pass and down the other side. And then you'd have to have
6 people change their procedure; gain altitude over the Kahiltna
7 down there by Mount Crosson somewhere and then come over the
8 northeast fork and the whole upper Kahiltna at, you know, the
9 altitude they're going to go over the pass. And, you know,
10 without pulling power.

11 JIM EDWARDS: What do we expect to learn from
12 that? We know that it's going to be better if they're higher
13 before they start. What is to be learned?

14 CHARLIE SASSARA: That's a good point.

15 BRIAN OKONEK: Well, yeah. I think we could
16 just have them fly higher, get there higher without climbing
17 the whole upper glacier.

18 JIM EDWARDS: I think the original -- see, I
19 told you you weren't going to be able to solve this before this
20 season and I still hold that true. But there are some things
21 we could do temporarily and see if there's a subjective
22 perception of a difference.

23 CHARLIE SASSARA: Right.

24 JIM EDWARDS: That we could do. And that is,
25 look, it makes sense to climb up back here so that we're at

00223

1 altitude before we go across. That would make the ground
2 experience for people better. Let's try that and see if that
3 is a response we get. That we can do.

4 MIRIAM VALENTINE: Susanne, didn't you also
5 have -- when you first started your meeting summary, you said
6 people agreed they could fly -- I'm sorry, I moved my notes --
7 northeast of the summit?

8 SUSANNE RUST: We had two -- I think two really
9 concrete suggestions. One was east and north of the summit for
10 summit tours and that was to really affect the high camps.
11 That's one thing.

12 BRIAN OKONEK: And summit day.

13 SUSANNE RUST: And summit day, yeah. And then
14 the other was to be able to cruise over the -- over Kahiltna
15 Pass and to gain enough altitude way out so that.....

16 TOM GEORGE: So it would minimize the
17 generating noise.

18 ERIKA BENNETT: Wasn't another suggestion
19 straight and level all the way down the Ruth Gorge?

20 SUSANNE RUST: Yeah, but that hasn't been
21 discussed with operators, so I wouldn't be comfortable doing
22 anything.

23 MIRIAM VALENTINE: So on this first one, could
24 I offer a suggestion? If your intent was to kind of like
25 reduce noise at the high camps and on summit day, is there an

00224

1 area here where Paul's commitment to having our staff kind of
2 monitor -- sorry. Well, you kind of obligated.

3 I mean, they are at high camp. They will.....

4 SUSANNE RUST: Do they have equipment there?
5 Sound monitoring?

6 MIRIAM VALENTINE: Well, I don't know if it'd
7 be sound monitoring. It'd be more like, you know,
8 observational-like.

9 SUSANNE RUST: Okay.

10 MIRIAM VALENTINE: Everybody would have a
11 standardized sheet. Okay. Today we were at 17; we're
12 monitoring between this time frame so many planes or whatever
13 you're really interested in knowing. Then, if you guys change
14 your behavior, the monitoring stays the same. I mean even if
15 you only did it for two weeks for four -- you know.....

16 ERIKA BENNETT: We're there, up there high for
17 four weeks.

18 MIRIAM VALENTINE: I mean that's -- you can't
19 have the equipment up there, but you would have consistency in
20 the monitoring process.

21 THE CHAIR: Even if it's subjective and
22 anecdotal, it's still going to be consistent.

23 MIRIAM VALENTINE: Right.

24 THE CHAIR: Yeah.

25 CHARLIE SASSARA: You don't even have to tell

00225

1 the guys on the ground that you changed operations.

2 SUSANNE RUST: I wouldn't tell them.
3 CHARLIE SASSARA: Yeah.
4 THE CHAIR: Yeah, in fact, it would be better
5 to not tell them.
6 TOM GEORGE: They'd just guess.
7 SUSANNE RUST: It might do -- what might be
8 worthwhile -- well, if -- well.....
9 TOM GEORGE: Well, it'll -- yeah, sitting here
10 trying to design an experiment, especially on this short
11 notice.....
12 SUSANNE RUST: Uh-huh.
13 TOM GEORGE:is real challenging. So,
14 again, I think the thing that we can commit to try and doing
15 is, again, get these things written up, get them out to the
16 operators with the hopes that they'll all use them, recognizing
17 that not all operators do all things.
18 THE CHAIR: And it's okay if somebody doesn't.
19 CHARLIE SASSARA: It's voluntary.
20 TOM GEORGE: And get feedback back from the
21 operators as well as folks on the ground. I think in future
22 years, we actually do need to pursue designing some real
23 honest-to-God experiments of perception of visitor.
24 CHARLIE SASSARA: Right.
25 TOM GEORGE: But there's no way we're going to

00226

1 do that between now and this climbing season. So I think
2 rather than to try and do it here, I think we ought to continue
3 to think about it and if we can come up with something
4 productive to do this year, by all means do it. But I
5 don't.....
6 JIM EDWARDS: But don't tell anybody we're
7 doing it and then see if somebody notices.
8 TOM GEORGE: Yeah.
9 JIM EDWARDS: Because if they don't notice, we
10 might as well quit doing it and go back to what we were.
11 CHARLIE SASSARA: Good point.
12 TOM GEORGE: So I think that's.....
13 SUSANNE RUST: Yeah, it does feel a little bit
14 rushed trying to -- I mean, I.....
15 CHARLIE SASSARA: Those two things, if we could
16 do those things, it would be an awesome result for us.
17 SUSANNE RUST: If we -- I think those are.....
18 TOM GEORGE: Yep. So that's I think what we
19 can.....
20 SUSANNE RUST: I just don't know that we're
21 going to be able to this summer qualify -- it won't be
22 quantifying it, but, you know, just to really get.....
23 THE CHAIR: Yeah, it won't be quantified.
24 SUSANNE RUST: We'll have anecdotal in -- and
25 we'll have anecdotal information and decisions. We would have

00227

1 to be very careful about basing any decisions -- we'll have a
2 feel that we can.....
3 CHARLIE SASSARA: And you guys will know --

4 learn something, too.
5 TOM GEORGE: Yep.
6 SUSANNE RUST: We will.
7 JOAN FRANKENVICH: Yeah.
8 SUSANNE RUST: Perhaps -- and then perhaps in
9 the fall or whatever, we would have more time to sit and kind
10 of pick through.....
11 CHARLIE SASSARA: Yeah, exactly.
12 SUSANNE RUST:how to construct things.
13 I'm glad you said -- you stopped us from hurting ourselves,
14 Tom.
15 TOM GEORGE: There's no guarantees of anything
16 in this world, but.....
17 CHARLIE SASSARA: It's amazing that we got
18 here.
19 JOE VAN HORN: I think for the headquarters
20 stuff, though, that Tim suggested there, you know,
21 logistically, there might be some possibilities there just
22 because it's easier to talk and they want to change their
23 routing or something and if there is a sound monitoring station
24 already in at Triple Lakes and you want to switch for two
25 weeks, you know, I'm -- I don't know that we can cobble
00228

1 together enough -- something that can -- a monitor that could
2 sit out at the back door of headquarters there, you know, so
3 there would be some real data. Supporting something
4 that's right out your back door is a whole lot different than
5 trying to support something up on Kahiltna Pass. So, you know,
6 maybe that's something that could continue to have some
7 discussions about it, and Tim is interested.

8 TIM CUDNEY: Well, I mean, Guy knows how to
9 track me down, too, and I'm not that far. I mean I'd be glad
10 to say, hey, let's name a date and get.....

11 GUY ADAMS: Bob Setz (ph) is gone.

12 TIM CUDNEY: What's that?

13 GUY ADAMS: Bob Setz (ph) isn't going to be
14 there.

15 TIM CUDNEY: So you don't have any? Is that
16 what you're saying?

17 CHARLIE SASSARA: What would be the changes in
18 anything that you guys are doing?

19 TIM CUDNEY: We would completely for -- let's
20 just use Era helicopters as an example. We would completely
21 eliminate the departure into Triple Lakes and Riley Creek.

22 CHARLIE SASSARA: Okay.

23 TIM CUDNEY: And we'd go over a portion.....

24 CHARLIE SASSARA: That would be the one you
25 would be monitoring.

00229

1 TIM CUDNEY: Right.

2 CHARLIE SASSARA: So.....

3 TIM CUDNEY: But what.....

4 NANCY BALE: Instead, what would you do, Tim?

5 TIM CUDNEY: We would head further to the north

6 and go over the -- go to the south of the road corridor and
7 actually fly to the south of Park headquarters along the side
8 of some peak right there.

9 JOE VAN HORN: Well, more kind of toward the
10 erratics route?

11 TIM CUDNEY: Exactly, yeah. And then cut over,
12 once we got on the north side of the spine.

13 JOE VAN HORN: The top of Little Creek and then
14 over the top of Jenny and then get back on your regular route.

15 TIM CUDNEY: We would probably do a couple of
16 experimental trips, you know, beforehand and see how it goes.

17 CHARLIE SASSARA: Why don't you just say this
18 is -- write a full paragraph and say this is what we'll try
19 this year.

20 TIM CUDNEY: Oh, absolutely.

21 CHARLIE SASSARA: It's voluntary in effort and,
22 you know, just one.....

23 TIM CUDNEY: Well, I don't want to say this
24 year. What I'd like to say are these identified time periods.

25 CHARLIE SASSARA: Okay.

00230

1 TIM CUDNEY: Yeah.

2 CHARLIE SASSARA: Whatever you can do.

3 SUSANNE RUST: And I want to just -- I think
4 because the north side -- I think there was more consensus on
5 the south side and, then, of course, I'm going to run this by
6 all the south side operators. I think you need to get it out
7 and to get -- for people to agree just that they're going to do
8 it. I think, you know, Tim will, Eric probably will. I mean,
9 I don't think that it's -- but I do think we need to get
10 agreement before we say we're going to commit to doing it.

11 JOAN FRANKENVICH: Well, if everybody.....

12 THE CHAIR: Well, except that -- I mean, you
13 know, like you don't need agreement from anybody to do what
14 you're going to do.

15 SUSANNE RUST: No. No.

16 THE CHAIR: So you can.....

17 TIM CUDNEY: Right. You're just asking, do you
18 guys want to do it, and they can say yes or no.

19 SUSANNE RUST: Yeah.

20 TIM CUDNEY: And then we move forward.

21 SUSANNE RUST: No, I just.....

22 THE CHAIR: Yeah. So nobody has to do --
23 nobody has to ask anybody to do anything. You can just inform
24 them that, you know, one or two of us are going to do X, Y, Z
25 on these days. If you care to join us for research purposes,

00231

1 you're welcome to. And leave it at that -- at this for right
2 now because there isn't necessarily the buying in. You'll
3 probably get some extra people coming along, knowing that it's
4 just literally to test the system from all perspectives.

5 JOAN FRANKENVICH: Yeah, I don't see what we
6 really have to lose. At the worst possible case, we learn
7 nothing. But we haven't really lost anything, you know, other

8 than, okay, we need to design our experiment better; we just
9 didn't have enough information or whatever.

10 SUSANNE RUST: So for clarity for the south
11 side, we're wanting to do this for a limited time, new
12 measures, or are we wanting to do it all summer, or are we
13 wanting.....

14 THE CHAIR: No, I think we want to do it for a
15 limited time so that you can.....

16 TOM GEORGE: Just do it.

17 SUSANNE RUST: For?

18 TOM GEORGE: Full season.

19 SUSANNE RUST: Well, that's what I want to be
20 clear.....

21 TOM GEORGE: We're trying to make a change.

22 THE CHAIR: So then you can't tell if you made
23 a difference.

24 TOM GEORGE: Well, but we've admitted we can't
25 really do a controlled experiment. So why not try and do it

00232

1 for the whole season? I mean, why should we withhold something
2 that we think might be of benefit just because we can't make
3 some measurements.

4 SUSANNE RUST: Well, we can record it. If it
5 stops working, if there's something -- if there's a
6 problem.....

7 TOM GEORGE: If there's a problem with it,
8 obviously, and that's where close communication with the
9 operators, which I think, you know, you already have is what's
10 going to drive this thing.

11 THE CHAIR: Yeah. Well, Tim's thing might be
12 more measurable if they stick a sound station at the
13 headquarters.

14 TOM GEORGE: Yeah, in that one area, I think
15 actually there's probably the opportunity to do something that
16 might actually generate numbers.

17 TIM CUDNEY: Well, that's an area, as an
18 operator, I'm willing to address because both Joan and Nancy
19 have said, hey, how can we work something like this. I said,
20 well, I can only work it with the blessing of -- even though it
21 is voluntary, I want the administration to know what we're
22 doing. You know, why is, you know, Era flying over at least
23 three times a day or whatever, so.....

24 JIM EDWARDS: Well, and that's exactly right.
25 You've got to get some kickback from somebody, I'll guarantee

00233

1 you.

2 TOM GEORGE: Yeah. And so coordination -- and,
3 again, pushing that information out to.....

4 JIM EDWARDS: Okay. The third -- I've got to
5 leave here, but I want somebody to look at, is there a safety
6 risk involved? Are you pushing everybody into -- if we're
7 going to circle -- climb circle back away from the mountain
8 before we go across the pass, are we jamming people up into a
9 certain piece of air space? I don't know if that's the only

10 question, but somebody needs to look at that.
11 ERIKA BENNETT: There's actually more room
12 further away from the pass to circle, so more aircraft can.....
13 JIM EDWARDS: I would think so, but.....
14 ERIKA BENNETT: Yeah.
15 JIM EDWARDS: Well, would somebody look at
16 that, please.
17 SUSANNE RUST: Yeah, and I think we did when we
18 had our work group meeting. That was part of the consideration
19 when we talked about recommendations. We said, you know, we
20 don't want to do that, but we could do this, and this gives us
21 more time to be really at a safe altitude by the time we cross,
22 especially if it's a Beaver or if it's a -- you know, whatever.
23 If it's a hot day, we're well established before we're
24 committed to -- and we have plenty of room to turn around,
25 so.....

00234

1 CHARLIE SASSARA: It actually enhances the
2 viewing from that perspective further away. While you're
3 spinning around, people get the view from both sides, that part
4 of the mountain, so.....
5 BRIAN OKONEK: And I imagine on a lot of
6 flights, if your pilots know they want to be at altitude before
7 they get to like the northeast fork of the Kahiltna, they have
8 plenty of room between Talkeetna and there.....
9 CHARLIE SASSARA: To get there.
10 BRIAN OKONEK: To get to altitude. You know,
11 most of them won't do a circle. They'll just do all their
12 climbing.....
13 CHARLIE SASSARA: Right.
14 BRIAN OKONEK:before they ever get there.
15 Yeah.
16 CHARLIE SASSARA: The least amount of time.
17 ERIKA BENNETT: Sometimes they're not done
18 climbing, though.
19 BRIAN OKONEK: Right. But mostly that's
20 because they jet up the Kahiltna without gaining the altitude
21 yet, you know. They'll come over one shot and they just won't
22 keep going up, you know.
23 ERIKA BENNETT: I can't speak for those guys.
24 BRIAN OKONEK: Yeah.
25 ERIKA BENNETT: I'm usually still climbing by

00235

1 the time I get to.....
2 BRIAN OKONEK: Uh-huh.
3 SUSANNE RUST: It's the type of airplane, too,
4 I think.....
5 ERIKA BENNETT: Yeah.
6 SUSANNE RUST:that has a -- you know,
7 makes a difference and then how hot it is or.....
8 BRIAN OKONEK: Yeah.
9 SUSANNE RUST: Just -- there are a number of
10 different conditions.
11 THE CHAIR: Okay. So it's 3:30. So I think we

12 need to, before we go any further, decide our next meeting time
13 and place. And then we'll know how much time we have before
14 people start drifting off. See if we can refine and get some
15 closure to how we want to represent what we did today, which is
16 good.

17 So I presume we're not going to be able to have
18 a full meeting, full council meeting until after the summer
19 season. That's a safe assumption, I think.

20 JOAN FRANKENVICH: Although, if we want to do
21 our field trip experiment.....

22 THE CHAIR: Yeah, that.....

23 JOAN FRANKENVICH:we need to do it before
24 winter session.

25 THE CHAIR: Yeah, but that wouldn't have --

00236

1 that wouldn't necessarily be a meeting.

2 JOAN FRANKENVICH: Oh, okay, and it could be
3 optional.

4 THE CHAIR: Yeah.

5 JOAN FRANKENVICH: I suppose.

6 TOM GEORGE: Yeah, as soon as Paul lines that
7 up, we'll be there.

8 PAUL ANDERSON: Sure.

9 TOM GEORGE: And that was in the Ruth, right?
10 I think we decided that earlier.

11 THE CHAIR: So in terms of -- so some of it --
12 okay, the next steps, sort of, there are -- there's a
13 possibility of a field trip that wouldn't be a meeting, but
14 would be a voluntary field trip. There's the working group
15 getting together on its own time, under its own steam that we
16 can't control and won't control, but we would recommend that --
17 Susanne, because you needed to work with the working group
18 constituents to do what they're going to do, whatever that is.
19 And then there's getting together as a whole group.

20 Do we want the working group to get together in
21 the fall for kind of post op in the fall and then our meeting
22 would be after that?

23 SUSANNE RUST: I would think that September
24 would be a good time to meet with folks.

25 TOM GEORGE: Susanne, how early do you think a

00237

1 working group meeting -- it would be reasonable to hold a
2 working group meeting with regard to the.....

3 SUSANNE RUST: It's hard to get -- I don't
4 know, I guess I may have to call around because I think
5 somewhere between, you know, September 5th and September 20th,
6 I mean people in Denali Park start disappearing at a different
7 time than Talkeetna people are finished up. And as businesses
8 in Talkeetna start scaling down, they're busier because they're
9 trying to staff. So it's kind of a.....

10 THE CHAIR: Okay. So for our purposes, we
11 would not want to meet before September 20th, say.

12 SUSANNE RUST: Probably not.

13 THE CHAIR: And we'd want.....

14 TIM CUDNEY: But we had it last year on, what,
15 the 11th or 12th, didn't we?

16 SUSANNE RUST: Well, we're just saying for --
17 if we want to have an operator work group meeting, when can we
18 get.....

19 TOM GEORGE: First.

20 SUSANNE RUST:Denali operators together.

21 TIM CUDNEY: Gotcha. Gotcha. Okay.

22 SUSANNE RUST: Because that's the question, if
23 we can't get folks together. I mean it was hard enough.....

24 TIM CUDNEY: I know.

25 SUSANNE RUST: We realize they don't get

00238

1 together during, what is it, February, because they're all on
2 vacation. I know that.

3 JOAN FRANKENVICH: So long, Jim.

4 TIM CUDNEY: Thanks, Jim.

5 (Mr. Edwards departs meeting)

6 JOAN FRANKENVICH: So working group meeting,
7 September. Full group meeting in October?

8 TIM CUDNEY: That would be good. I mean things
9 are slowing down in October.

10 SUSANNE RUST: So, Dave, when is ATIA?

11 DAVE WORRELL: The convention will be here in
12 Fairbanks the 6th, 7th, and 8th.

13 PAUL ANDERSON: Of October?

14 DAVE WORRELL: Yes.

15 TOM GEORGE: There's an aviation conference the
16 following weekend, 15, 16, 17, which we need to avoid.

17 ERIKA BENNETT: How about October 2nd? It's a
18 Friday.

19 SUSANNE RUST: Well, that's -- boy, that's just
20 bunching everything right up there at the beginning.

21 ERIKA BENNETT: I just threw that out there.

22 SUSANNE RUST: Oh, sorry. It'd be.....

23 ERIKA BENNETT: Tuesday, the 20th.

24 DAVE WORRELL: Perhaps where?

25 JOAN FRANKENVICH: Yeah, where are we meeting?

00239

1 THE CHAIR: I think the -- I think our protocol
2 was that we were going to meet in Anchorage and then Fairbanks
3 and then from here on out, we were going to meet in -- mostly
4 in Talkeetna.

5 TIM CUDNEY: Talkeetna, wasn't it?

6 ERIKA BENNETT: Yeah.

7 THE CHAIR: Yeah. So I think our next meeting
8 is in Talkeetna.

9 SUSANNE RUST: So how are we going to do that
10 in October?

11 TIM CUDNEY: Well, end of September is best for
12 some.

13 SUSANNE RUST: So what would be best for north
14 side operators as far as when we.....

15 TIM CUDNEY: Right at the end -- the very last

16 week of September, once things are shut down and people haven't
17 left. Because I know a lot of people leave in October and they
18 get wrapped up with like ATIA and I go to NBAA as well and.....

19 SUSANNE RUST: Last week then.

20 TIM CUDNEY: Just throwing dates out there,
21 but.....

22 JOAN FRANKENVICH: End of September for a work
23 group meeting or a full council meeting?

24 TIM CUDNEY: Full council meeting.

25 THE CHAIR: Full council.

00240

1 SUSANNE RUST: Oh, for council or for work
2 group?

3 TOM GEORGE: But when.....

4 SUSANNE RUST: No.

5 TOM GEORGE: You want a work group meeting
6 before the council meeting.

7 SUSANNE RUST: Right.

8 TOM GEORGE: So when is the optimum time to get
9 the work group meeting? That's.....

10 SUSANNE RUST: We're looking to get the
11 Denali.....

12 TIM CUDNEY: Well, if we did what we did last
13 time, a half day or a six-hour session. It's just -- you know,
14 after Labor Day, we can sneak something in, I think. I would
15 think.

16 SUSANNE RUST: Getting Ron down and.....

17 TIM CUDNEY: Yeah.

18 THE CHAIR: So you guys could -- the working
19 group could meet the week of the 14th and maybe we could meet
20 the week of the 21st or something or the 28th of September?
21 Sort of ballpark. I mean we need to figure out a date for us.

22 TIM CUDNEY: That's -- I mean it.....

23 SUSANNE RUST: When do operations kind of die
24 off in Denali?

25 TIM CUDNEY: The 21st is the last day this

00241

1 year. A lot of us have to stay through that.

2 SUSANNE RUST: See, Ron -- I know Ron won't
3 leave before.....

4 PAUL ANDERSON: Before the road closes.

5 SUSANNE RUST: So then we're going to have
6 people absent by -- and so we won't have everybody. I mean the
7 goal is I really would like -- for that work group, I think we
8 all would like to have all the operators. I mean it's great to
9 have everyone there because you're not chasing folks down;
10 you're actually in a room talking with them about things.

11 THE CHAIR: So you want to do that before the
12 21st?

13 SUSANNE RUST: So the Park closes the -- the
14 Park road the 20th?

15 PAUL ANDERSON: Yeah, 21st.

16 SUSANNE RUST: When does -- 21st? So when
17 would -- everybody would be wrapped up with the Park but not

18 leaving on vacation.
19 TIM CUDNEY: 21st to the 1st is a very good
20 window.
21 SUSANNE RUST: So like the 25th for.....
22 TIM CUDNEY: Absolutely. Absolutely.
23 SUSANNE RUST:a work group meeting and
24 then.....
25 TIM CUDNEY: Well, I'm not going to speak for
00242
1 Denali Air, but they usually leave a day or two before we do.
2 And then -- so we could sneak something in on the 22nd and then
3 do a week later for a.....
4 PAUL ANDERSON: They were there for a week
5 after road lottery last year.
6 TOM GEORGE: Okay. So why don't -- we
7 obviously aren't going to get a date. Let's say the week of
8 the 21st some time.
9 THE CHAIR: For the work group.
10 TOM GEORGE: For the work group meeting and the
11 following week for the council meeting. That's a little close.
12 JOAN FRANKENVICH: That's -- yeah. So why did
13 the third or fourth week in October not work? Too many people
14 already gone on vaca -- I mean, is most of the council going to
15 be here then? Or people know they're going to be gone.
16 SUSANNE RUST: I'm here.
17 TOM GEORGE: Well, but the third weekend -- the
18 15, 16, 17, again, there's an aviation conference in Fairbanks.
19 THE CHAIR: That's October?
20 TOM GEORGE: Of October.
21 JOAN FRANKENVICH: Right.
22 BRIAN OKONEK: And then you have -- there's a
23 convention.
24 TOM GEORGE: And then the week before that is
25 their convention.

00243
1 JOAN FRANKENVICH: So if we go after all those
2 things, late October, is that too late?
3 BRIAN OKONEK: Some people might not -- are you
4 going to be gone, too?
5 TIM CUDNEY: Very possible, yes. I mean, I
6 don't want to commit to anything right now until.....
7 BRIAN OKONEK: Uh-huh. But you know you'll be
8 here the last week of September?
9 TIM CUDNEY: Well, yeah, and the first --
10 probably right through the 6th or 7th of October.
11 BRIAN OKONEK: Uh-huh.
12 THE CHAIR: What about the very first few days
13 of October?
14 TIM CUDNEY: That's what I just.....
15 NANCY BALE: October 2nd is a Friday.
16 THE CHAIR: Yeah, like 2nd. That's Friday.
17 TIM CUDNEY: Deal.
18 NANCY BALE: That's nice for me.
19 THE CHAIR: October 2nd?

20 BRIAN OKONEK: Should work.
21 TIM CUDNEY: Yeah. That's Talkeetna.
22 JOAN FRANKENVICH: Friday, Talkeetna.
23 BRIAN OKONEK: Yeah. For those of you who go
24 to the working group, just so you don't have two meetings,
25 could you think about just doing your meeting like the evening
00244

1 before the committee meeting, just so you don't have to travel
2 to two different meetings or.....

3 TOM GEORGE: I think -- I mean, any meeting of
4 substance, you need time afterward to.....

5 BRIAN OKONEK: Oh.

6 TOM GEORGE:pull together the pieces.

7 BRIAN OKONEK: Yeah.

8 TOM GEORGE: Sober up. You know, all those
9 things, so.....

10 NANCY BALE: Make your maps at home.

11 TOM GEORGE: Yeah, yeah. I mean we still
12 haven't quite got the last work group meeting wrapped up yet.

13 MIRIAM VALENTINE: Okay. Just a thought,
14 October 2nd, you know, I don't know that CIRI will be open to
15 the public on October 2nd, but they might open up and provide
16 us with a conference room. We can still look for other places,
17 but is there a backup location if we don't have a facility in
18 Talkeetna?

19 BRIAN OKONEK: Do you think they'd be open
20 September 30th if we just push it into September?

21 MIRIAM VALENTINE: They might. I mean,
22 sometimes in the past they've opened for us when they haven't
23 been open for the public. They have been kind enough to have
24 space for us.

25 BRIAN OKONEK: Yeah.

00245

1 MIRIAM VALENTINE: So I can ask for that.

2 JOAN FRANKENVICH: What about -- Miriam, what
3 about Wasilla, like we did the very first meeting?

4 MIRIAM VALENTINE: We can do -- you know.....

5 JOAN FRANKENVICH: That could be backup if CIRI
6 isn't available.

7 MIRIAM VALENTINE: Okay. Okay.

8 THE CHAIR: Yeah, Wasilla backup.

9 TOM GEORGE: Talkeetna with a Wasilla back. It
10 sounds like a drink, huh?

11 (General laughter)

12 TIM CUDNEY: Otherwise.

13 GUY ADAMS: I'll take one of those.

14 NANCY BALE: It's the right order.

15 TOM GEORGE: I'm modifying my.....

16 SUSANNE RUST: Well, why don't we -- if we're
17 going to meet in Wasilla, why don't we just meet in Anchorage?
18 Is it just, I guess -- it's just shorter?

19 JOAN FRANKENVICH: Well, it's shorter for the
20 Talkeetna people.

21 THE CHAIR: It's shorter for the Talkeetna and

22 Denali folks.
23 SUSANNE RUST: But who's actually up in Denali?
24 I guess there's just -- you are, so.....
25 JOAN FRANKENVICH: Oh, you're right because so
00246

1 many of us are already in Anchorage.
2 SUSANNE RUST: Well, that's what I'm thinking
3 is the.....
4 JOAN FRANKENVICH: But Ron is in.....
5 TOM GEORGE: It's good to get you Anchorage
6 guys out of town every now and then.
7 SUSANNE RUST: Okay.
8 TOM GEORGE: Away from all the distractions of
9 civilization.
10 THE CHAIR: Yeah, I think the -- yeah, the idea
11 was to kind of do most of the meetings in Talkeetna and maybe
12 some in Anchorage, especially in the winter, you know, that
13 kind of thing.
14 SUSANNE RUST: And we can't meet at the Park
15 Service at Talkeetna? Is it too small.
16 ERIKA BENNETT: It's kind of too small.
17 THE CHAIR: I don't think there's any meeting
18 space there.
19 BRIAN OKONEK: Yeah, it'd be awfully small.
20 NANCY BALE: NPS has the situation room.
21 PAUL ANDERSON: Yeah, but the problem is that
22 you can't get this whole group in there.
23 BRIAN OKONEK: Uh-huh.
24 PAUL ANDERSON: There's not enough room to do
25 that.

00247
1 BRIAN OKONEK: You can put tables in the lobby.
2
3 PAUL ANDERSON: Too close to the ranger station
4 and we can't do that.
5 BRIAN OKONEK: Oh.
6 PAUL ANDERSON: I guess we could, but.....
7 BRIAN OKONEK: Oh, that's right.
8 (Multiple conversations taking place regarding
9 NPS situation room)
10 ERIKA BENNETT: It's a public place; people
11 will be coming and going.
12 THE CHAIR: Yeah, people will be coming and
13 going.
14 MIRIAM VALENTINE: Well, we'll explore some
15 options in Talkeetna, if that's everybody's first choice and,
16 if not, we'll kind of let you know.
17 THE CHAIR: Yeah.
18 BRIAN OKONEK: So still keep it on October 2nd
19 or.....
20 MIRIAM VALENTINE: Yeah.
21 BRIAN OKONEK: Oh, okay.
22 THE CHAIR: Yeah, October 2nd, ideally in
23 Talkeetna; if not, Wasilla; if not, Anchorage.

24 TIM CUDNEY: And if not, Seward? That would be
25 our fourth option? We're working our way south.

00248

1 THE CHAIR: Yeah. No, Juneau. Remember
2 Juneau.

3 JOAN FRANKENVICH: Honolulu.

4 TOM GEORGE: Now you're talking.

5 THE CHAIR: Honolulu, yeah, there you go.

6 JOAN FRANKENVICH: Hey, you guys got planes.

7 THE CHAIR: Okay. So some people are gathering
8 up to leave in the next couple minutes. Not everybody has
9 to -- Nancy?

10 NANCY BALE: I have just one tack-on question
11 with respect to the proposal to see about ground truthing the
12 fly high before the Kahiltna Pass and flying east and north of
13 the summit.

14 Since Jared is a little bit pessimistic about
15 the viability of the sound station, maybe I'd like to withdraw
16 my suggestion that it be placed at Kahiltna Pass because we're
17 not getting the bang for our buck. I don't know. Is Jared
18 here?

19 TIM CUDNEY: Jared just left.

20 NANCY BALE: And then if we wanted to rely on
21 anecdotal, who do we have up there? Do we have staff at 17,000
22 or just at 14, that could do like three hours of -- or three --
23 no, three 20-minute attended listenings a day or two 20-minute
24 attended listenings a day or something, that could do that?

25 GUY ADAMS: I think it would be better to plan
00249

1 14. Yeah.

2 NANCY BALE: Would that be good?

3 GUY ADAMS: We'd be more likely to be able to
4 accommodate that.

5 NANCY BALE: Would that be helpful, folks? You
6 and the mountain people.

7 TIM CUDNEY: Uh-huh.

8 GUY ADAMS: I think I'd look at some of these.
9 Like you say, less data-rich things, because you know what's
10 going to happen. Which I think what you're really testing is
11 the operational viability of it, and then the on-the-ground
12 piece, you know it's going to be quieter where you're not
13 flying anymore. So some of that we don't need sound stations
14 for. Some of it is the operational viability.

15 NANCY BALE: But you might want to have some
16 human-attended listening.

17 CHARLIE SASSARA: Yeah.

18 THE CHAIR: Yeah. The way I'm seeing it,
19 because we're sort of running out of time to refine this any
20 more, is that once, you know, Tim and Susanne and stuff figure
21 out what they're going to do and then tell that to the Park
22 Service, and then the Park Service can say.....

23 TIM CUDNEY: Oh, we'd like to study that.

24 THE CHAIR:okay, knowing that, then if,
25 you know, we can put our one sound station at headquarters or

00250

1 maybe somewhere else or, you know, they can best figure out
2 where to put the sound station. So it's going to be based on
3 our work, but they'll actually site it and then tell staff, you
4 know, where to be listening for what and -- so that we don't
5 have to do that because we're not 100 percent certain what
6 our -- what we're going to be doing this summer, or what the
7 air tour operators are going to be doing.

8 And so we don't have to make a recommendation;
9 that they can respond to the actions in the most appropriate
10 way.

11 PAUL ANDERSON: We would be pleased to work
12 with whomever is going to pilot.....

13 THE CHAIR: Modify their activities?

14 PAUL ANDERSON: Modify their activities to help
15 measure the impact.

16 THE CHAIR: Okay. Great. Okay.

17 NANCY BALE: Would that constitute that
18 recommendation for the nonrandom sound station then? That.....

19 THE CHAIR: Yeah.

20 NANCY BALE: Because I did have a couple of
21 suggestions, but, you know, I don't have to.....

22 THE CHAIR: Well, you can throw them out.

23 TOM GEORGE: Let me ask this: Is this -- the
24 Triple Lakes sound station, that's just on your regular
25 program, right? That isn't a floating.....

00251

1 JOAN FRANKENVICH: No.

2 ERIKA BENNETT: That's an additional.

3 TOM GEORGE: So is that a -- I mean, Nancy,
4 what do you think?

5 NANCY BALE: I asked that question.

6 TOM GEORGE: Well.....

7 NANCY BALE: I asked that question and I was
8 given the run-around.

9 TOM GEORGE: I noticed that, yeah.

10 TIM CUDNEY: Exactly.

11 JOAN FRANKENVICH: I understood the answer that
12 Jared gave.

13 TOM GEORGE: Nancy, would that be -- would that
14 be your recommendation, Nancy, I guess is the question. Would
15 that be -- you know, now you're throwing the mountain stuff
16 out. Would that be your recommendation to go with that Triple
17 Lakes station?

18 NANCY BALE: Certainly. I did have another
19 couple.....

20 TOM GEORGE: I'd support that.

21 NANCY BALE:but that would have priority.

22 TOM GEORGE: Well, I know, but we've only got
23 one.

24 NANCY BALE: Yeah.

25 TOM GEORGE: Okay.

00252

1 NANCY BALE: That would have -- is that is, in

2 fact, not a planned one, then.

3 JARED WITHERS: It is one of the possibles.

4 It's a site that was chosen last year as a site of interest to
5 Park management, but it wasn't successful in gathering data
6 because of the equipment failure. So we are looking at trying
7 it again this year.

8 TIM CUDNEY: Thank you, everyone.

9 THE CHAIR: Okay. Thank you.

10 PAUL ANDERSON: So we could try it again?

11 JARED WITHERS: Yes, we have the ability to do
12 it.

13 (Mr. Cudney departs meeting)

14 THE CHAIR: So for those people that are
15 leaving, I'm assuming that we're just going to kind of refine
16 our understandings of what we just talked about, but we're not
17 going to go much farther. Okay.

18 NANCY BALE: Well, then, are we going to assume
19 that the council, as a whole, will recommend the Triple Lakes?
20 Is that what I'm getting from what other people said, to make
21 sure that it stays there?

22 NAN EAGELSON: I'd like -- I'm happy to see
23 that happen.

24 BRIAN OKONEK: Yeah, I guess I somehow assumed
25 there was going to be one there, too.....

00253

1 NANCY BALE: Yeah.

2 BRIAN OKONEK:from what was said, so.....

3 NANCY BALE: I do have a couple of
4 recommendations in the pink zones for future reference, and one
5 of them is Refuge Valley, a common site for backpackers and
6 right there under the flight paths. Or a similar distance from
7 the road up the Upper Tek up behind Cathedral Mountain, there
8 are some nice little creeks on the Upper Tek where there's a
9 lot of hiking.

10 So that's a future reference recommendation
11 because, I guess, if I had to decide personally between those
12 two and Triple Lakes, Triple Lakes is one of those with a
13 proximate issue associated with it.

14 THE CHAIR: The Upper Tek where?

15 NANCY BALE: The Upper Teklanika. I have a map
16 here that I marked. I can pass it out to you if you want.

17 THE CHAIR: Just for my notes.

18 NANCY BALE: Yeah, Upper Teklanika.

19 THE CHAIR: Near? You said near something.

20 NANCY BALE: Behind -- south of Cathedral
21 Mountain.

22 THE CHAIR: Okay. Okay.

23 NANCY BALE: Both of those are commonly camped
24 in places in there in the pinkish zones and we -- there hasn't
25 been.....

00254

1 JARED WITHERS: I would say that one of the six
2 grid points that's slated for this year is upper west branch of
3 the Toklat.

4 NANCY BALE: Uh-huh. So that.....
5 JARED WITHERS: It's along that same flight
6 path and also a really highly visited backcountry area, so that
7 might.....
8 NANCY BALE: So that should help.
9 JARED WITHERS: That might address some of
10 those same issues.
11 TOM GEORGE: That's this one here?
12 JARED WITHERS: Yeah.
13 TOM GEORGE: 09?
14 JARED WITHERS: Yeah.
15 TOM GEORGE: Yeah. Yeah, I was -- yeah, okay.
16 Yeah, that looked like it'd be a good one for the areas that
17 we're concerned about, all right.
18 PAUL ANDERSON: The upper -- if we modified
19 Triple Lakes entry, that's probably going to have a direct
20 impact on Refuge Valley, I would think, because that's how they
21 get there. And if they go to headquarters instead of over
22 Triple Lakes, they're not going to make it to Refuge Valley.
23 NANCY BALE: Right. That's true. Jared, do
24 you have anything to say about the monitoring in '08 on
25 Kahiltna Pass? Was there really not enough clean data to make

00255

1 a comment on it?
2 JARED WITHERS: No, there was some good data.
3 That was -- if you remember back to the meeting we had in the
4 Park last September, I shared with the group a presentation
5 outlining that. It was only 13 days of data, of good data that
6 we got from the station before it died, and about half the days
7 were windy enough that there was no aircraft activity at all.
8 That Power Point should be available either on
9 one of the CDs that was burned early on or on the Web site, and
10 if you can't get it, I'd be happy to share it.
11 NANCY BALE: I'll look there. Do you remember
12 if there were any significant findings with respect to
13 exceedences or not exceedences or.....
14 JARED WITHERS: I'd have to look back at it.
15 I -- significant is.....
16 NANCY BALE: Well, that's one of those low
17 sound standard areas, you know, so it would bump up against the
18 standards more quickly there than it would at the Tokositna.
19 JARED WITHERS: It is, but is there not a high
20 use bubble in that base camp area?
21 NANCY BALE: Not there. Not there, I don't
22 believe.
23 JARED WITHERS: Not in the backcountry plan?
24 Okay. Yeah, the data.....
25 NANCY BALE: Not according to this map.

00256

1 JARED WITHERS: It certainly would have been
2 exceeding the standards, but I'd have to get back to the data
3 to.....
4 NANCY BALE: Well, I'll check the Power Point.
5 JARED WITHERS:tell you how much.

6 THE CHAIR: Okay. So should we use the
7 remainder of our time to kind of refine what it is that we just
8 did, so that we can show progress? We.....

9 TOM GEORGE: No, I think it's supposed to --
10 Miriam, we go like this: please, please.

11 MIRIAM VALENTINE: I have to fill in this
12 little database all the time. So how much progress? How much
13 money are you spending? How much progress? How much.....

14 THE CHAIR: Yeah, yeah. Well, we -- okay. We
15 did the assumptions document.

16 CHARLIE SASSARA: Yep.

17 THE CHAIR: We gave a thumbs up to the working
18 group. The working group did a lot of heavy lifting, and I
19 think we need to acknowledge that, and that -- and so that we,
20 as a group, can support and, to some degree, take credit for
21 that. So there's been a lot of work that's been done that we
22 need to acknowledge. And so a thumbs-up to them and an
23 encouragement for them to take some of their ideas that have
24 already been developed or, you know, sort of put on paper
25 initially to, you know, play around with some.....

00257

1 CHARLIE SASSARA: Put them in action.

2 THE CHAIR: Some what?

3 CHARLIE SASSARA: Put them in action this year,
4 which ones.

5 THE CHAIR: Well, yeah, to just -- to decide
6 what they are and then put them into practice with as many
7 cooperators as possible. And then once those actions have been
8 identified, to inform the Park Service so that they can then
9 make sure that they can take maximum advantage of that
10 knowledge in setting up either the anecdotal monitoring or
11 sound monitoring.

12 PAUL ANDERSON: Or both.

13 THE CHAIR: Or both. Yeah, and/or. Yeah. And
14 then do we want to talk about field work? Like a field trip.

15 JOAN FRANKENVICH: Oh, yeah, we didn't talk
16 about that when everybody was here.

17 THE CHAIR: We didn't talk about that while
18 everybody was here, but.....

19 CHARLIE SASSARA: Well, the other
20 accomplishment is you have the maps.

21 THE CHAIR: Oh.

22 JOAN FRANKENVICH: We have our sound sensitive
23 maps.

24 THE CHAIR: Oh, we have the sound sensitive,
25 whatever it's called.

00258

1 CHARLIE SASSARA: Yeah. We have the three maps
2 that are sort of our foundational documents along with the
3 assumptions.

4 THE CHAIR: Uh-huh. Okay. So we have the
5 sound sensitive map and the flight area map.

6 CHARLIE SASSARA: Right.

7 THE CHAIR: And.....

8 CHARLIE SASSARA: The Peacock. Amanda Peacock.
9 THE CHAIR:the Peacock map.
10 TOM GEORGE: Well, the flight area map, the
11 action on that is to review and revise.
12 CHARLIE SASSARA: Is to -- right, exactly.
13 JOAN FRANKENVICH: Right.
14 THE CHAIR: Right, yeah. So.....
15 TOM GEORGE: So we only have one map
16 that's.....
17 THE CHAIR: Yeah, but there's a draft map
18 that's been produced as part of our efforts, and so that's a
19 recommendation to ourselves to -- actually to the working
20 group, rec to the working group to refine that.
21 Who was that that made the recommendation about
22 wildlife? Was that you?
23 NAN EAGELSON: It was me.
24 THE CHAIR: Oh, it was you. That's right.
25 NAN EAGELSON: Well, yeah. Back in the

00259

1 September meeting, I know Jared initially was going to address
2 some -- you know, some sound impacts on wildlife and for some
3 reason, time constraints didn't allow that presentation. And,
4 you know, I just would be really interested, I guess. You
5 know, I'm not sure how it would really impact this committee at
6 this point in time, but I think that's really valuable
7 information for all of us to know. And if there was something
8 available from the Park to present any kind of studies that
9 would be pertinent to this organization or this group on, you
10 know, impact of sounds on wildlife, raptor nesting. I mean, if
11 there is some kind of concise presentation that's available, I
12 think it'd be great to take advantage of that information. If
13 it's available.

14 THE CHAIR: If it's available and if it would
15 rise to the level of significance, and I realize that's sort of
16 subjective, that could influence what we're doing.

17 NAN EAGELSON: Yeah, you know, something that
18 was -- I.....

19 JARED WITHERS: That's something that the
20 Park -- that Denali doesn't really have an expert on. What I
21 had prepared was kind of a literature review presentation of
22 things that I had read, but I'm far from an expert on that
23 topic. And what the best option for that would be what Guy and
24 I had talked about, is bringing in somebody that does know a
25 lot about that. There's a few in the Fort Collins office that

00260

1 deal with sound and they're really knowledgeable. And if there
2 would be some way to get them up here to do it, a talk.....

3 GUY ADAMS: So I've contacted them. They're
4 willing and able with enough lead time to come and do a
5 presentation on it. It'll be up to you guys to decide if it's
6 something that will be helpful you to you as a group, to see
7 what the range of influences on wildlife is. There aren't many
8 studies out there specific to wildlife in Denali, or our type
9 of wildlife, but there's a full range of effects on various

10 types of wildlife, (inaudible - away from microphone) studies.
11 And we could invite them; they've offered to come and present
12 to this group.

13 TOM GEORGE: And they gave some of those
14 presentations at the soundscape workshop they held with the
15 Park Service.....

16 GUY ADAMS: Exactly, yeah.

17 TOM GEORGE:last spring. But, yeah, all
18 that is very specific to, you know, certain species that I
19 don't believe we have here. But what we really need is, if
20 there's any relevant.....

21 GUY ADAMS: There won't be any relevant to
22 Denali species in Central Alaska. What I think the value is,
23 is to see the range of influences that people have observed
24 across a number of species and mentally extrapolate that that
25 may have some impact on other species and decide whether it's

00261

1 worth further study or worth, you know, just general
2 consideration. But it's -- we don't have any particular
3 studies on species.

4 The best one in Alaska is the raptors in Yukon
5 Charlie and that's the closest thing we have in Alaska.

6 JOAN FRANKENVICH: Haven't there been some
7 mountain goat studies for -- I know when the helicopter
8 portion.....

9 GUY ADAMS: We don't have mountain goats.

10 JOAN FRANKENVICH: But wouldn't that transfer
11 to.....

12 GUY ADAMS: That's what I mean. So there's
13 lots of -- that's what I'm saying. There's lots of species
14 specific studies in different areas. None of our species in
15 Denali affected by actions (inaudible - away from microphone;
16 noise from telephone).

17 So we could have someone come show us the range
18 that exists of current knowledge.

19 NAN EAGELSON: I mean I think that'd be a
20 valuable.....

21 GUY ADAMS: You can extrapolate as you like.

22 NAN EAGELSON:educational tool if -- you
23 know, and that might be just self-indulgent, but I -- you know,
24 all we talk about is impact to human ears. That park was not
25 necessarily set aside just to focus on the human experience.

00262

1 And so I -- you know, if there was an opportunity to
2 incorporate that into one of our meetings, I think it'd be
3 really valuable.

4 THE CHAIR: I think the question for me is
5 whether or not the sound impacts on wildlife are as significant
6 or real relative to the sound impacts on people. Like I think
7 that people at Denali are going to be more sensitive to, you
8 know, disturbance than wildlife. That's my -- but that's a
9 good question.

10 If wildlife are as impacted as people, it would
11 be good to know that because my gut sense is that it probably

12 isn't. But if there's any information out there that would
13 answer that question more definitively, that would be good to
14 know, because if I'm wrong, I'd like to know that.

15 NAN EAGELSON: Yeah.

16 THE CHAIR: So I guess it's -- and I guess --
17 yeah. I don't know how to find out that.

18 GUY ADAMS: The closest thing we have is some
19 swan data from the Tokositna and then the swans -- the Fish &
20 Wildlife wanted its swan (inaudible - away from microphone).
21 And there is a decrease in the number of swans in the valley.
22 What you typically see in these studies are really focused
23 noise events that are continuous over long periods of time,
24 animals that either habituate or react in some way. And we
25 typically don't have that type of focused noise activity. It's
00263

1 a little more dispersed. That doesn't mean it doesn't have
2 impact; it's just harder to measure and discriminate from all
3 the other things that are affecting wildlife.

4 So we haven't seen or have reason to believe
5 there's one particular impact that's worth us spending the
6 \$100,000 it would be to decide if there's a connection. But
7 there is this range of impact that people tend to observe
8 (inaudible - away from microphone).

9 THE CHAIR: There is a lot of swan data on the
10 Kenai Peninsula, the Kenai Wildlife Refuge. And the swan
11 population there is increasing and there have been different
12 management prescriptions that were designed to help out the
13 swans. And so there's been a lot of work with swans on the
14 Kenai. And so maybe I could.....

15 PAUL ANDERSON: On noise? On noise?

16 THE CHAIR: Well, about -- well, there -- a lot
17 of lakes that swans used are now closed to aircraft that
18 weren't closed before. So there's -- it would be interesting
19 to see if there's any information that can be teased out of
20 that, that shows, you know, the aircraft closures have an
21 effect.

22 Just from our comments, the State of Alaska
23 comments on the drafts of the early -- the Kenai Draft
24 Management Plan were saying that it doesn't seem to make a lot
25 of difference. But there are federal and state biologists that
00264

1 are not in agreement on that. So I have to kind of take my
2 state hat off on that and, you know, I can kind of look into it
3 a little bit more and see if there's anything there that would
4 be useful, because there's quite a bit of data about swans on
5 the Kenai and there's definitely a track record of aircraft
6 closures and management responses and -- that have changed over
7 time.

8 PAUL ANDERSON: Skip Ambrose has done a
9 considerable body of research on the impacts of noise on
10 peregrine falcon nesting at Yukon Charlie. How applicable the
11 conditions are there to us might be questionable, but there is
12 certainly a good body of scientific knowledge there. Years'
13 worth.

14 THE CHAIR: Okay. Well, I'll volunteer to ask
15 Fish & Game about -- and maybe the refuge about what kind of
16 information they have that might be applicable for us. It
17 would be related to swans.

18 NANCY BALE: Question for Guy. The Fort
19 Collins people, are they -- they're the soundscape people in
20 general?

21 GUY ADAMS: The ones -- I mean, they're -- we
22 have a National Science program that typically goes to parks
23 and identifies the current soundscape and help set management
24 programs for the management plans that are required in the
25 Lower 48. We don't have that requirement so they don't tend to
00265

1 service us as much. They have two ecologists. One is a guy
2 named Kurt, who is the head of the program, and Tom heard him
3 speak. Were you there? You were there, also. And then he's
4 got a Ph.D. student who is an ecologist and is studying the
5 effects of sounds on animals. So he's got a real good body of
6 knowledge and it's good to have a speaker like Kurt that
7 understands what people want to hear about, how animals react
8 to soundscapes.

9 NANCY BALE: So is Fort Collins involved with
10 the Denali soundscape program in terms of providing feedback
11 and.....

12 GUY ADAMS: They're helping us build a.....

13 NANCY BALE:new data and.....

14 GUY ADAMS: Yeah. They're helping review our
15 monitoring plan; they're building some software for us to
16 interpret (inaudible - away from microphone) special
17 interpretations to help in the backcountry plan
18 interpretations. So they're helping us design software for it.
19 So we're in close touch. We do things a little bit different
20 and a little bit more intensely than they do in the Lower 48;
21 we're a little bit ahead of where they are for the typical park
22 prescription for air tour management plans. But they do
23 provide us technical support.

24 NANCY BALE: I'm just wondering if there would
25 be a time when the council, as a whole, would like to have a
00266

1 presentation from Kurt and company, because I sure found him a
2 fascinating speaker. But, I don't know, we might want to wait
3 until we really felt like we could use it and then his
4 ecologist could come with and then it would be a bigger bundle
5 and maybe worth the effort to bring him up.

6 GUY ADAMS: This started with me inviting Kurt
7 up to talk and then seeing his availability. He recommended
8 this other person, saying, you know, they might actually be
9 better than me.

10 NANCY BALE: Oh?

11 GUY ADAMS: Part of this problem is that it
12 will lead you on a rabbit trail. There's a hundred ways you
13 can take soundscape research and it's guaranteed to interest
14 people in different ways than they'd been interested before.
15 So I think it's -- careful as a group. I'm not part of the

16 group, but consider what you want and where you're headed and
17 make sure you have information that.....

18 NANCY BALE: Well, and that's why I wondered
19 when it would be appropriate to do, but it just seems like.....

20 GUY ADAMS: I mean, Discovery Channel is
21 interesting, but.....

22 NANCY BALE:it just seems like it's just
23 part of a bigger field than just Denali and I think we all
24 could use a teach-up, but only when we're ready for it, I
25 guess, or when it could help us.

00267

1 GUY ADAMS: There's plenty more information
2 that can be provided, but will it be useful to you?

3 THE CHAIR: Yeah, that's the question.

4 NANCY BALE: I sympathize with Nan because I do
5 feel that the plan, really, was written for the soundscape; it
6 wasn't written for human discomfort either. But I think we're
7 starting off with human discomfort because it's -- you know,
8 you can kind of get your hands around it, you know, the places
9 where people complain. That's probably where the soundscape is
10 in most jeopardy as well, but it does stand alone. I guess
11 that's what the soundscape program is for, right? For
12 measuring that. So that at some point, we'll have data that
13 say this is damaged, this is impaired, and we'll believe that
14 data.

15 GUY ADAMS: That's why this larger monitoring
16 plan, why we're not that willing to differ from it, because we
17 want to see how the Park changes. You saw how eight years of
18 data today was actually relatively interesting. But we want to
19 keep on this trajectory of the entire Park as a whole, not jump
20 every time there's a perceived issue.

21 NANCY BALE: I guess I'd like to make just a
22 comment and that is that it is complex and so as it evolves,
23 finding a way to present the data so that it kind of can easily
24 be understood in terms of impairment is always the challenge, I
25 guess, huh?

00268

1 GUY ADAMS: It's been a struggle for us. Our
2 little balloon maps were a first at the George Wright Meeting,
3 which is the Park Service's national meeting. There were five
4 days of sound presentations, all day every day for five days.
5 And people are struggling with how to present these data in a
6 way that matches with our own perceptions, because the way
7 sound works isn't as conceptual as we want it to be.

8 So it's -- people are struggling with this;
9 it's not just you guys, if that helps.

10 NANCY BALE: Okay.

11 PAUL ANDERSON: Well, I guess the other thing I
12 would say, Nancy, your point is well taken, but the actions
13 that this group identifies and recommends short of the
14 potential unintended consequences, that those actions represent
15 attempts, however successful or however feeble or however, you
16 know, all encompassing, to deal with the issue of reducing the
17 impact on the natural soundscape.

18 So regardless of whether you do it for the wood
19 frog or the human, you know, the fact that you're working to
20 reduce the impact has to have a positive effect. And, yeah, we
21 may get more sophisticated over time in understanding how to
22 deal with it, in understanding why it's important or at what
23 level it's really important. But I think, you know, getting --
24 doing what we're doing today is leading us in a positive
25 direction to deal with today and the future. We'll be much
00269

1 better prepared down the road, but we do have to be careful. I
2 mean, you know, it's just like we were talking about Tim's
3 experiments, so let's not go over Triple Lakes, let's go over
4 headquarters. And, you know, one of the reasons that we had a
5 big argument with the aviation user groups over the McKinley
6 strip was because of all of the noise on all of the visitors in
7 the park campground and around the visitor center from
8 airplanes taking off and landing, and we tried to close the
9 park strip to all -- I mean to close it, period.

10 So here we are now; we somehow managed to move
11 everything down -- not everything, but we moved the entry point
12 down to Triple Lakes and now we're going to move it back to
13 headquarters. And, you know, we need to understand what those
14 trade-offs.....

15 NANCY BALE: Well, not all of....

16 PAUL ANDERSON:what those trade-offs are.

17 NANCY BALE: Not all of it. I would say not to
18 move at all.

19 PAUL ANDERSON: Well.....

20 NANCY BALE: Because that's.....

21 PAUL ANDERSON:I don't know what we're
22 going to move.

23 NANCY BALE: Yeah.

24 PAUL ANDERSON: I mean, you know -- and I don't
25 even know if that's the right answer.

00270

1 NANCY BALE: Maybe moving half of it would
2 satisfy.....

3 PAUL ANDERSON: It could be unintended
4 consequences again if we're not careful. But you know what?
5 That doesn't mean we shouldn't consider it and we
6 shouldn't.....

7 THE CHAIR: Right. Or try it out for a month
8 or something.

9 PAUL ANDERSON:try it out and see what
10 happens. And the question becomes -- and, I mean, and you look
11 at the little map of the backcountry where all the users are, I
12 mean, that's -- and I'm not thinking that this is how we should
13 make our decisions, but it's certainly something to consider.
14 And that is you put airplanes over the park road where you have
15 two hundred and some thousand visitors trying to have,
16 quote/unquote, some kind of a wilderness experience. Is that
17 better or worse than putting the airplanes over the crest where
18 you're going to, quote/unquote, compromise seriously the
19 wilderness experience of 3,000 people?

20 And you know what? I don't have a good answer
21 for that. I mean, clearly the people look to me to figure out
22 what to do, but, you know, and we'll work on it. But there is
23 no black and white answer to this whole thing, and we do need
24 to carefully and thoughtfully and responsibly consider the
25 implications of our actions to try and bring the biggest

00271

1 benefit to all of those things that we're charged to protect.

2 So, you know, we aren't going to be perfect,
3 but we'll keep after it and, you know, to me the beauty of
4 this -- this is where I hope this group would get to, which is
5 you don't have to be bound by bureaucracy in this case. You
6 know, you have the freedom to do things here without the
7 government saying follow this rule and this rule and this rule
8 and this rule, and pretty soon you're so bogged down you can't
9 even move. I do that all the time. In this case, you know, we
10 can go out and say, okay, on Tuesday through next Friday, we're
11 not going to fly over Triple Lakes; we're going to fly over
12 headquarters and we're going to measure the difference. And we
13 can say, okay, we can help do that and let's see what happens.
14 Oh, didn't work? Let's not do that again. Let's go do
15 something else.

16 CHARLIE SASSARA: Right.

17 PAUL ANDERSON: And we can. And I think in
18 that kind of experimentation, we may find solutions that we
19 haven't even thought of yet.

20 JOAN FRANKENVICH: Right.

21 GUY ADAMS: And to follow up, there's a special
22 issue of Park Science coming out, which is a national magazine,
23 Park Science, on soundscapes. We were told yesterday we have
24 two weeks to submit an article on the Denali Monitoring
25 Program. And -- but it'll give a range of all the sound

00272

1 monitoring going on across the Park Service and I think they're
2 shooting for a summer release date. So that may be of
3 potential interest to you. We'll try and get copies.

4 JOAN FRANKENVICH: Can you bring copies for us
5 at the next meeting or how do you get copies?

6 GUY ADAMS: We'll see when it's published. We
7 can try and get.....

8 TOM GEORGE: Only two weeks to write the
9 article, right?

10 JOAN FRANKENVICH: No, hey, that's a lot of
11 time.

12 TOM GEORGE: Hey, that's making this group's
13 request sound not so bad.

14 GUY ADAMS: The whole magazine should be ready
15 this summer some time, at least be a link.

16 TOM GEORGE: Well, I'm sure Miriam will see to
17 it that we all get copies of it.

18 MIRIAM VALENTINE: I'll get a copy.
19 Autographed copy I'll send you, yeah.

20 TOM GEORGE: Autographed copy. She will if she
21 has to.

22 MIRIAM VALENTINE: Well, Jared, he's going to
23 write the article, I'm sure.

24 THE CHAIR: So do we want to talk about a field
25 test of some sort or is that going to be too hard to do without
00273

1 the whole group?

2 JOAN FRANKENVICH: Well, we kind of want to do
3 it this summer, so better talk about it now.

4 TOM GEORGE: I don't think it's too hard to
5 talk about, but actually I mean what we missed when we -- was
6 the Park Service in terms of, you know, what's realistic to do
7 or not. So I guess actually we need to kind of throw this in
8 your lap a little bit and say, I mean, first of all, is what
9 was expressed earlier make any sense or do you understand, you
10 know, what we thought we might gain out of such a thing and,
11 you know, any feedback to us on.....

12 PAUL ANDERSON: On whether it's a good idea?

13 TOM GEORGE: Oh, I'm not asking that. Well,
14 further, it's a good idea. Right. And -- but.....

15 PAUL ANDERSON: Well, I think, you know,
16 philosophically, I understand the argument, but I believe that
17 the values are at risk and are at stake in these discussions.
18 Science can only take us so far and we should pay attention to
19 the science and we should use the best science that we can
20 gather, and we'll continue to do that. But it is about values,
21 and it is about trade-offs, and it is about balancing. And I
22 think that the impact of aircraft on noise on people on the
23 ground is best understood by people on the ground being
24 impacted by aircraft noise, not so much by the people sitting
25 in the airplane.

00274

1 Nobody would ever argue that the people in the
2 airplane are having a bad park experience. They're not. It's
3 just what's the cost of that. And I think, you know, as
4 somebody else said, well, you couldn't really sit at the
5 Talkeetna airport and get the same kind of experience listening
6 to an aircraft flying over, landing, whatever, as you would
7 somewhere out in the wilderness.

8 CHARLIE SASSARA: You could if you're inside a
9 nylon tent.

10 PAUL ANDERSON: Pardon?

11 CHARLIE SASSARA: You could if you're inside of
12 a nylon tent.

13 PAUL ANDERSON: Right. Well, you could pretend
14 you're inside the Kahiltna.....

15 CHARLIE SASSARA: Right. It's flat, it's
16 miserable, and you hear people flying over you.

17 PAUL ANDERSON: Yeah, that's true.

18 CHARLIE SASSARA: It's the same thing.

19 PAUL ANDERSON: But the point is, we could
20 do.....

21 CHARLIE SASSARA: You're right.

22 PAUL ANDERSON: We -- you know, and the other
23 thing, you know, you could go on an experiment with a whole

24 bunch of different parameters that you wanted to, but, you
25 know, for the purposes of value and for the purposes of
00275

1 relative perception, I mean I think there's some merit in
2 everybody being on the same sheet of music.

3 You know, you may not judge that incident of
4 noise the same way as everybody else does, but it's the same
5 incident of noise that you're looking at.

6 CHARLIE SASSARA: Right.

7 PAUL ANDERSON: So you've got something in
8 common.

9 THE CHAIR: Yeah.

10 JOAN FRANKENVICH: Right.

11 THE CHAIR: I think the idea, if I understood
12 it, it would be like if something is, you know, quote/unquote,
13 really loud, everybody is going to say, yeah, that's really
14 loud, that's really noticeable, and that's really obtrusive.
15 And then there will be things that, you know, like a really
16 high-flying jet or really high-flying anything that is, oh,
17 that's not a distraction, that's no problem at all, and then
18 there's going to be some -- and then there will be in the
19 middle where different people are going to hit that threshold
20 faster than others. But it would be interesting to know -- for
21 me, it would be interesting to know how tight that is. I
22 mean.....

23 JOAN FRANKENVICH: Uh-huh.

24 THE CHAIR: I mean, literally, how tight that
25 is. I mean, are we all over the map or is it like, yeah, this
00276

1 is bothersome, bothersome, bothersome, anhhh, mixed bag, you
2 know, okay, okay, okay. You know, so if only like 15 or 20
3 percent of it is where everybody is mixed, I mean that would be
4 useful to know and useful to know what that is.

5 JOAN FRANKENVICH: I think.....

6 THE CHAIR: And it does make a difference with
7 the setting. I mean, obviously, if you're at an airport, it's
8 going to be different than if you're at the Ruth Glacier.

9 MIRIAM VALENTINE: So where were you thinking?
10 There were a few things thrown out. There was, you know, like
11 it sounded some place that would be road accessible to get to
12 or, you know, bringing people into a location. There were a
13 couple of comments about making it more -- larger than this,
14 the advisory council, participating in it. You know, what are
15 you.....

16 SUSANNE RUST: I think that one thing, to
17 achieve something like this, I mean just from logistics and
18 airplanes, you want to keep it as simple as possible. And I
19 mean just the idea of flying everybody in to the Ruth, I mean,
20 it sounds great.

21 CHARLIE SASSARA: It's expensive.

22 BRIAN OKONEK: Yeah, it's.....

23 SUSANNE RUST: But it's just not achiev.....

24 THE CHAIR: I don't think that's.....

25 JOAN FRANKENVICH: Is there.....

00277

1 CHARLIE SASSARA: No, I'm just --
2 facetiously.....

3 SUSANNE RUST: But it would be fun.

4 THE CHAIR: Yeah.

5 JOAN FRANKENVICH: Is there some place in
6 Talkeetna we could walk to or drive to, a little knoll, a
7 little bridge that at least would get us away from the airport,
8 get us away from roads?

9 THE CHAIR: Somebody's driveway?

10 CHARLIE SASSARA: There is value in being at
11 the airport because that's the kind of intensity that is
12 sensitive to me. Not to fly -- the aircraft just flying over,
13 but the fact that the aircraft is flying over your tent.
14 Seriously. That's the kind of intensity we're talking about.

15 SUSANNE RUST: But I'm just trying to.....

16 TOM GEORGE: Well, actually, I'd argue at least
17 what I think when this was talked about in the working group,
18 we're not talking about taking off and landing. We're talking
19 about aircraft.....

20 CHARLIE SASSARA: Oh, okay.

21 TOM GEORGE:at different altitudes.

22 CHARLIE SASSARA: Where -- okay.

23 TOM GEORGE: And you can't be at the airport
24 because you can't control what's going to -- I mean, you've got
25 airplanes coming and going that aren't going to stop doing it

00278

1 for the convenience of a small group of people that want to
2 listen to something. So you do have to be away from an airport
3 to do this. But what is important is that there are multiple
4 people -- that this isn't -- I mean, to have Jared and the
5 monitoring to actually put numbers to it at the same time would
6 be interesting, but the real value here is, again, having, you
7 know, five to ten people who are all listening to the same
8 thing because we're all there at the same time in the same
9 place. And then some rating scheme, you know, one to five,
10 we'll work on the details, rate different sensitivities, either
11 up and/or away -- although, I guess one of them would be the
12 same thing, you would argue. And see what that is.

13 And I'll admit, I mean, I'm not only sitting in
14 the airplane making the noise, but I hear -- I mean, I'm also
15 on the ground as a user, you know, hearing noise. Even at the
16 working group, we had the operators at the Denali private strip
17 saying, yeah, we don't like two-bladed 185 props either; in
18 fact, we've gotten rid of them because they're horribly noisy,
19 you know, especially there at take-off.

20 So this is more a matter, again, of getting a
21 number of people together to kind of go through this common
22 experience which -- and help us understand what some of those
23 different levels of disturbance are and it gets back eventually
24 into the whole best practices. What do we want to tell people?
25 And it gets also to this issue of duration versus intensity

00279

1 type of thing.

2 So the idea is to do something that's not a
3 huge mega experiment, but gives certainly members on the
4 council a chance to all go through a common experience and talk
5 about it. Again, it's back to the value thing.

6 JOAN FRANKENVICH: Right.

7 SUSANNE RUST: I think for me, one of the
8 things I just don't know is what does make a difference.

9 JOAN FRANKENVICH: Right.

10 SUSANNE RUST: You know, does -- I think for me
11 that's really the critical key from an operational perspective.
12 You know, does it make a difference? 2,000 feet, does it make
13 a difference?

14 JOAN FRANKENVICH: Right.

15 SUSANNE RUST: No, it doesn't. Do you have to
16 go 4,000 feet? Does it make a difference? Well, little. You
17 know, I think that that's more what I would be looking for out
18 of -- you know, our response to it, but yet when does it make a
19 difference? Because you can't then -- then you have something
20 to actually do. You can say, well, we could do this. You can
21 actually do something from that, that information becomes
22 useful to us. It's not just -- I mean, it's good to have the
23 values and for us to have a sense of things, but this actually
24 becomes.....

25 CHARLIE SASSARA: There's an operational limit
00280

1 that you have, both financial and physical, that you're flying
2 in, right? And what we're essentially talking about is trying
3 to get as much distance between the listener and the generation
4 of the sound, right, within this sphere.

5 So from a practical standpoint, it's the things
6 that you guys -- those two elements that you guys came up with
7 are useful because for our own mission, which is it's going to
8 lower the impact to those individuals on the ground, you know,
9 the Denali flights and such.

10 So it's just about getting greater distance.
11 If you guys want to have the experience of the aircraft, I
12 think that you could do both things, which is go to the airport
13 and simply be there at the end of the airport for, you know, an
14 hour or two, and have that experience, and then go to a place
15 that -- where you can control the elevations and just compare
16 those two experiences. You know, that might be useful.

17 SUSANNE RUST: I think when we went into it, we
18 were just thinking mostly of the overflights because that's
19 what we're dealing with and what we're going to be able to
20 control most of all, is the -- rather than the landings and
21 take-offs.

22 CHARLIE SASSARA: But you can control the power
23 and power is the part that -- why it's important. We were
24 talking about the direction people are going and, you know,
25 they're on a glide basically coming back versus climbing up.

00281

1 That changes the quality of the listening considerably.

2 Because you.....

3 JOAN FRANKENVICH: So in addition to tell us,

4 okay, here's a plane, we're flying at 15.....

5 THE CHAIR: In addition, the elevation is going
6 to have to be whether they're going up or down.

7 JOAN FRANKENVICH: We have to go, okay, here's
8 one at 1,500 feet who's powering up or not.

9 CHARLIE SASSARA: Well, you know, because
10 that's why -- to me, I don't have -- personally have any
11 problem with seeing or being around the aircraft. It's the
12 intensity of the sound. And so, you know, if there -- the
13 difference between going down the Ruth, you know, basically
14 un -- without a lot of power versus driving up the Ruth. You
15 know, there's a big difference. Well, the Ruth is not that
16 steep so it's not a good analogy, but probably the Kahiltna.

17 JOAN FRANKENVICH: If I could be so bold to
18 suggest, Tom and Charlie, would you like to get together and
19 design what you would think would be, you know, we need a plane
20 flying over the -- you know, under power at this feet? And do
21 we need two types of planes? Or is one type of plane going to
22 cover most situations?

23 SUSANNE RUST: Well, I mean, I would think in
24 order to do the experiment properly, you're going to want a
25 range of planes. They produce different sounds; they also have
00282

1 different RPM settings and that's the one thing, you know, on
2 take-off you have your recommended, you know, what you climb
3 out at and what your RPM setting is, and that's kind of a
4 given. Then cruise is a whole different thing, and it's going
5 to differ from plane to plane. So I mean, there's going to
6 be.....

7 CHARLIE SASSARA: Or if they're scared.

8 SUSANNE RUST: Huh?

9 CHARLIE SASSARA: Or if they're scared and, you
10 know, they're just pushing it as hard as they can to get out of
11 there.

12 SUSANNE RUST: Well, you know, I mean in terms
13 of operating airplanes, I mean that's where good training --
14 because that's hard on airplanes.

15 CHARLIE SASSARA: Right.

16 SUSANNE RUST: It's hard on airplanes and it's
17 a way to burn fuel and consume fuel. And do any operators
18 really want to do that? I mean, they don't. I'm just saying,
19 you know, it just makes sense to operate and to train your
20 pilots properly, and that's one thing is to -- those aren't
21 good practices.

22 CHARLIE SASSARA: Right.

23 SUSANNE RUST: Those aren't best practices, by
24 any means. And just in thinking of conducting an experiment,
25 I'm just thinking in terms of, you know, how many airplanes,
00283

1 where are we going to get the airplanes, how are we going to
2 pay for the airplanes. Because this is -- you know, I'm
3 thinking, you know, oh, I could volunteer a couple of
4 airplanes, but, you know, how much money is this going to cost
5 out-of-pocket?

6 CHARLIE SASSARA: Four or five hundred bucks an
7 hour.

8 SUSANNE RUST: Yeah. I mean, and then being
9 efficient. And, really, I don't know that the airport
10 environment -- and maybe I'm missing something. We're going to
11 get people landing because you need a pattern altitude and
12 you're going to get people climbing out. And that's really the
13 experience there, because you don't want to mess with the
14 pattern.

15 So if you get away from the airport, what
16 you're going to get there is you'll get the experience of, you
17 know, okay, here comes a 185 at 2,000 feet, here comes the 185
18 at 4,000 feet, here comes the 185 at -- you know, and you're
19 going to get them -- they'll probably be at different R -- you
20 know, different settings because they lean -- you know, they
21 adjust for different configurations of flight. Here's an
22 airplane climbing.

23 So I mean this could be -- I don't think you're
24 going to want to do two locations. I think you'd want to do
25 one and then I think you'd also want to, I mean, figure out how

00284

1 we're going to do it because that's -- if you really want the
2 information, it's.....

3 THE CHAIR: How low -- like if you're away from
4 the airport, how low can you fly to simulate a take-off? So
5 you're coming -- like if the airport is here and the group is
6 here and you leave the airport and you want to get over here,
7 and how low can you kind of start to climb as if you're
8 underneath the -- I mean, at.....

9 TOM GEORGE: I think, though, in terms of the
10 backcountry, the amount of area where people are taking off and
11 climbing is tiny. It's en route that's really -- and if you
12 look at these maps of where people are located right here, it's
13 all en route. So I think we can eliminate the take-off/landing
14 consideration.

15 THE CHAIR: I guess the take-off/landing
16 scenario is not right, but I'm thinking of just sort of the
17 getting up to elevation stuff.

18 SUSANNE RUST: You mean the climb
19 configuration?

20 JOAN FRANKENVICH: The climb.

21 THE CHAIR: Yeah, yeah.

22 TOM GEORGE: And that I think we can factor in.
23 I mean, among other things if an airplane goes over 2,000 and
24 climbs to 4,000, guess what, they've got to climb to get there.
25 So we'll get that. That comes for free.

00285

1 SUSANNE RUST: It's a bonus. It's a bonus.

2 NANCY BALE: This all started because we were
3 talking about, well, could we make a recommendation to fly 500
4 feet higher or fly 1,000 feet higher and then we all looked at
5 each other: would that really make a difference, would that be
6 a recommendation worth making? And then everyone was saying,
7 well, do we have data to show that 500 feet higher will make a

8 significant difference in the soundprint and all that.

9 And so that's why we came up with the idea of
10 doing an experiment, right? It just had to do with trying to
11 figure out whether our recommendation was reasonable or not.

12 JOAN FRANKENVICH: And let's not stymie
13 ourselves by designing the perfect experiment.

14 NANCY BALE: No, I think we don't have to.

15 TOM GEORGE: Right.

16 NANCY BALE: We can limit the variables. I
17 would limit them.

18 JOAN FRANKENVICH: You know, if I hear a 185
19 go over me at 500 feet and 1,500 feet, I've already learned
20 something that I don't know right now. It's not in my head
21 what that sounds like, so.....

22 SUSANNE RUST: And I'm sure we can do that. Do
23 we have any information, though, on what the difference is, you
24 know, of how -- what -- because it's not exponential. It's
25 not -- it doesn't.....

00286

1 GUY ADAMS: There are set curves. The FAA has
2 curves for all aircraft types -- not all aircraft types. Lots
3 of aircraft types. And then we also did a little experiment
4 last year of a plane flying over a sound station at set
5 altitudes. So we have some data on it. It's the conceptual
6 piece it sounds like you guys.....

7 SUSANNE RUST: So could we get the curves? It
8 would be nice to get the curves just for.....

9 GUY ADAMS: Tim gave those out at one of your
10 earlier meetings.

11 SUSANNE RUST: Did he?

12 NANCY BALE: Tim did?

13 SUSANNE RUST: I don't.....

14 CHARLIE SASSARA: Could we be some place that
15 has no cost impact on us or the operator which would be some
16 place on a flight path? We're up there for the afternoon and
17 we say.....

18 SUSANNE RUST: At Triple Lakes.

19 CHARLIE SASSARA: Wherever it is. And you
20 say -- and we communicate to the -- have an aircraft radio and
21 we know the pilot. When you leave, could you fly at 500? The
22 next guy; we know the next guy, and say when you leave, could
23 you go to 1,500? Or something like that where it's just --
24 they're on their normal operations, but we're asking them to
25 fly over us at specific altitudes.

00287

1 TOM GEORGE: Maybe Triple Lakes.....

2 BRIAN OKONEK: Or, you know.....

3 TOM GEORGE:or somewhere in conjunction
4 with the sound monitoring.

5 BRIAN OKONEK: Or, Susanne, right over the
6 state highway pull-off by the highway camp.

7 SUSANNE RUST: Uh-huh. The highway camp.

8 BRIAN OKONEK: Would be -- I mean, every
9 aircraft basically leaving and coming back can go over that at

10 different altitudes. I mean, they're coming back.....
11 CHARLIE SASSARA: We just ask them.
12 SUSANNE RUST: Right, and if we had -- if we
13 knew who was coming in, you know, we'd -- you know, we
14 knew.....
15 BRIAN OKONEK: If we got on company with
16 K2.....
17 CHARLIE SASSARA: Yeah.
18 BRIAN OKONEK:and on company with
19 TAT.....
20 CHARLIE SASSARA: We could do it.
21 BRIAN OKONEK:we could do -- in three
22 hours.....
23 SUSANNE RUST: Absolutely.
24 BRIAN OKONEK:we could 20 aircraft, you
25 know.

00288

1 SUSANNE RUST: That would be the way to do it.
2 NANCY BALE: Maybe we should get some stimulus
3 money to do it.
4 BRIAN OKONEK: Yeah.
5 SUSANNE RUST: Well, I think you're on to
6 something there.
7 BRIAN OKONEK: Uh-huh.
8 SUSANNE RUST: No, I think that's a really good
9 idea. That's a simple.....
10 THE CHAIR: Yeah, yeah, why not? They're in
11 the air, so.....
12 JOAN FRANKENVICH: Right. Because even if we
13 don't get every.....
14 SUSANNE RUST: They're descending, though. I
15 mean, they're coming.....
16 CHARLIE SASSARA: That's fine. You know, if
17 someone -- or in a place that they're climbing, wherever it is
18 that's convenient that people.....
19 BRIAN OKONEK: And if they're climbing, too.
20 CHARLIE SASSARA: Yeah.
21 SUSANNE RUST: Yeah. I guess that's --
22 depending on.....
23 THE CHAIR: So you'd get both the climbing and
24 descending.
25 CHARLIE SASSARA: Yeah, and just say we're

00289

1 going to have a picnic or a beer party or whatever it is we're
2 going to be out there for that afternoon.
3 NANCY BALE: And this is going to be when?
4 BRIAN OKONEK: And we could send that beautiful
5 (indiscernible - simultaneous speech) above the Chulitna River.
6 CHARLIE SASSARA: And see what we think it's
7 like.
8 TOM GEORGE: Drink wine and, God, this is
9 sounding better all the time.
10 SUSANNE RUST: That is a great idea. That is a
11 great idea.

12 NANCY BALE: And this is going to be when?
13 BRIAN OKONEK: Huh?
14 NANCY BALE: Let's make sure it's August, then.
15
16 JOAN FRANKENVICH: Then we have to do it in
17 summer, then.
18 BRIAN OKONEK: Yeah, or 4th of July.
19 NANCY BALE: Not September.
20 JOAN FRANKENVICH: Tours are going on.
21 Hopefully a nice day.
22 SUSANNE RUST: Nice day.
23 JOAN FRANKENVICH: So it doesn't really work to
24 really bump it up with either the work group meeting in
25 September or the full group in October. It has to be separate
00290

1 than that, doesn't it?
2 SUSANNE RUST: And it has to be a good weather
3 day.
4 PAUL ANDERSON: Yeah, it needs to be a nice
5 weather day in the summer.
6 CHARLIE SASSARA: Yeah, and we can't schedule
7 the weather. We just have to be flexible enough to say, okay,
8 we're going to go now on weekends.
9 PAUL ANDERSON: So the backup to this great
10 idea is that we could use the park plane and helicopter and do
11 it up at the park.
12 TOM GEORGE: Yep.
13 PAUL ANDERSON: On my back deck.
14 TOM GEORGE: Yep.
15 PAUL ANDERSON: Just in case it rains.
16 CHARLIE SASSARA: Do you have a grille?
17 PAUL ANDERSON: Yeah.
18 SUSANNE RUST: Oh, that sounds fun.
19 TOM GEORGE: See? Sounding better all the
20 time.
21 PAUL ANDERSON: No, that's the backup plan. I
22 like your idea better.
23 CHARLIE SASSARA: With a keg and a radio and a
24 lounge, chaise lounge?
25 PAUL ANDERSON: Yeah, that's it.

00291
1 CHARLIE SASSARA: Okay.
2 PAUL ANDERSON: And so if we do it on my back
3 deck, then Guy can help us because he lives next door.
4 JOAN FRANKENVICH: We could barbecue?
5 PAUL ANDERSON: Yeah, we can barbecue. So I
6 don't think we're without resources. I mean, I think the idea
7 of using the planes in flight, if that works, is probably the
8 best idea.
9 SUSANNE RUST: I think it's great.
10 PAUL ANDERSON: But if we need to do this, if
11 we can get it set up efficiently, we could certainly use the
12 Park aircraft if we needed to.
13 THE CHAIR: So maybe we can like try and

14 schedule something, you know, and if it bombs due to weather,
15 then go to that plan?

16 TOM GEORGE: Have a weather date, yep. Okay.

17 THE CHAIR: And have a weather day?

18 CHARLIE SASSARA: The height of the season is
19 when we should go.

20 TOM GEORGE: First two weeks of July.

21 PAUL ANDERSON: Well, of course it is.

22 CHARLIE SASSARA: Yeah.

23 PAUL ANDERSON: That's the best time for
24 everybody.

25 CHARLIE SASSARA: Every -- the best time for

00292

1 everything.

2 PAUL ANDERSON: That's right. We've been
3 waiting all year for that.

4 CHARLIE SASSARA: Exactly.

5 GUY ADAMS: July 15th on the Triple Lakes
6 trail.

7 NANCY BALE: July 15th?

8 JOAN FRANKENVICH: It's easier for most of us
9 to get to Talkee -- where was that high.....

10 SUSANNE RUST: Highway camp.

11 JOAN FRANKENVICH: Highway camp. Where is
12 that?

13 TOM GEORGE: Well, this is for science. You've
14 got to be willing to put out a little bit here.

15 BRIAN OKONEK: It's about Mile 122, 123.

16 JOAN FRANKENVICH: So it's before or after the
17 Talkeetna turn-off? Or is that.....

18 BRIAN OKONEK: It's after. The Talkeetna turn-
19 off is at Mile 99.

20 JOAN FRANKENVICH: Okay.

21 BRIAN OKONEK: And it's past just north of
22 Trapper Creek.

23 JOAN FRANKENVICH: Okay.

24 BRIAN OKONEK: And you go by, there's a DOT
25 highway camp. It sits all by itself. There's no other.....

00293

1 JOAN FRANKENVICH: So it's far enough off the
2 highway that we won't get highway noise?

3 BRIAN OKONEK: No, you'd get a little bit,
4 but.....

5 JOAN FRANKENVICH: But it'd be our ambient.....

6 BRIAN OKONEK: Yes.

7 THE CHAIR: You'd have to distinguish.

8 JOAN FRANKENVICH: Our natural ambient.

9 MIRIAM VALENTINE: Brian, where are you
10 thinking of going? Like pulling into the highway camp and then
11 hiking from there?

12 JOAN FRANKENVICH: It'd be.....

13 BRIAN OKONEK: No, going into the DOT pull-off
14 that's just north of there and on the right.

15 MIRIAM VALENTINE: Yeah.

16 BRIAN OKONEK: Real close to the east/west
17 trail.
18 MIRIAM VALENTINE: Yep.
19 BRIAN OKONEK: Where everybody parks to get
20 onto the east/west trail and Chulitna Bluff trail.
21 MIRIAM VALENTINE: Yep.
22 BRIAN OKONEK: That pull-off right there and
23 then walking over to the Chulitna River right along the bluff
24 there.
25 PAUL ANDERSON: So we can carry our lawn chairs

00294

1 back there?
2 BRIAN OKONEK: Yeah. It would just be real
3 close to the car, but it would just get you -- you'd be.....
4 MIRIAM VALENTINE: It is a nice spot.
5 BRIAN OKONEK: You'd be far enough from the
6 Talkeetna airport that planes could be at a variety of
7 altitudes, you know. You could talk to the pilots and they
8 could be at any altitude you wanted to experiment with.
9 CHARLIE SASSARA: How much cover is there from
10 trees and stuff?
11 BRIAN OKONEK: There's quite a bit right
12 there.
13 CHARLIE SASSARA: So that's going to -- that
14 will affect it, you know, because it's.....
15 BRIAN OKONEK: Uh-huh.
16 CHARLIE SASSARA: In the mountains, it's
17 reflected sound, so.....
18 DAVE WORRELL: But you're on the river, too.
19 NANCY BALE: Yeah.
20 DAVE WORRELL: You're on the bluff, you're on
21 the river.
22 CHARLIE SASSARA: Yeah.
23 JOAN FRANKENVICH: My guess is where -- this is
24 going to be more reflective of the backcountry and maybe not
25 even backcountry, but not.....

00295

1 CHARLIE SASSARA: That's a really good point.
2 JOAN FRANKENVICH: But the Ruth, I mean.....
3 TOM GEORGE: Yeah, this is not going to
4 simulate the glacier or.....
5 JOAN FRANKENVICH: It's not going to simulate
6 the Ruth Gorge. But I think we can all visualize that as a
7 sample.
8 TOM GEORGE: That will be a later trip.
9 PAUL ANDERSON: It usually takes a year to
10 reserve the mountain house, though.
11 TOM GEORGE: Yeah, there we go. This is just a
12 trial run to get the technique down and get one setting and
13 then we'll work to the other ones.
14 So mid July. Is that -- I think is what I
15 heard. Is that right?
16 SUSANNE RUST: I think I heard that.
17 TOM GEORGE: Okay.

18 THE CHAIR: Does anybody have a calendar?
19 Erika had a calendar, but she left. Do we want to do it on the
20 weekends?
21 JOAN FRANKENVICH: A weekend might work better,
22 but I can make.....
23 NANCY BALE: Are we looking for a date?
24 THE CHAIR: Yeah, I can make it flexible either
25 way.

00296

1 CHARLIE SASSARA: We need a -- actually, let's
2 set a week aside and get the best weather in that week because
3 if you -- you can't say on this day.
4 SUSANNE RUST: No.
5 CHARLIE SASSARA: Or unless we have it just
6 programmed with the -- these guys.
7 TOM GEORGE: I think what you've got to do is
8 you've got to pick a day and then with the weather day, if date
9 number 1 -- but if you don't pick a date with this group,
10 we're -- it's never going to happen.
11 JOAN FRANKENVICH: It's never going to happen.
12 NANCY BALE: Were you serious about July 15th?
13 JOAN FRANKENVICH: I don't know if it's still
14 true; it used to be that early July tended to have better
15 weather than mid July, but.....
16 THE CHAIR: Generally speaking, that's true.
17 The farther you get into summer, the weather is less good.
18 JOAN FRANKENVICH: I don't know, do we want to
19 pick earlier?
20 MIRIAM VALENTINE: July 8th?
21 (Simultaneous discussion ensues regarding
22 dates)
23 MIRIAM VALENTINE: The weekend after 4th of
24 July.
25 TOM GEORGE: So 17 July is the target, correct?

00297

1
2 MIRIAM VALENTINE: Okay.
3 BRIAN OKONEK: We're up to July 17th now?
4 THE CHAIR: July 17.
5 BRIAN OKONEK: Okay.
6 JOAN FRANKENVICH: And let's -- why don't we
7 just -- can we just set the next day, the 18th, as the backup
8 because like I'll probably come up for the weekend so.....
9 BRIAN OKONEK: Uh-huh.
10 SUSANNE RUST: So who is going to make the call
11 to coordinate?
12 MIRIAM VALENTINE: I'll tell you what, I will
13 totally coordinate the on-Paul's-deck field trip, but I don't
14 want to do the show at (indiscernible). Which means we'll use
15 Park planes and -- because that's like totally controllable,
16 but -- and that was the backup plan. I'd be happy to do that.
17 PAUL ANDERSON: But you need to get somebody
18 else to coordinate the other one first so that we don't.....
19 MIRIAM VALENTINE: Right.

20 THE CHAIR: The other one is just basically
21 going to be kind of a telephone tree.

22 JOAN FRANKENVICH: Well, how is it to
23 coordinate with planes flying over?

24 SUSANNE RUST: I think we're going to be okay
25 on that. I think we can work that out.

00298

1 TOM GEORGE: Yeah, we need to talk a little bit
2 just to work on that part of it.

3 SUSANNE RUST: Actually, Brian, that is right.
4 So I think that's fine. It's going to be getting everybody and
5 saying it's now, it's now.

6 TOM GEORGE: How about if we call this the
7 sound demonstration. It's not an experiment; it's a
8 demonstration.

9 JOAN FRANKENVICH: So wants to volunteer to
10 coordinate?
11 Brian, you want to coordinate?

12 BRIAN OKONEK: Yeah, I'll just -- we can just
13 do it by e-mail.

14 JOAN FRANKENVICH: Uh-huh.

15 BRIAN OKONEK: Yeah.

16 THE CHAIR: Yeah. And we can have a -- maybe
17 have a -- and then have a go/no go time where you send an
18 e-mail saying, okay, it looks like it's go or.....

19 BRIAN OKONEK: Yeah, it's going to be about the
20 15th.

21 THE CHAIR: Yeah. Right.

22 BRIAN OKONEK: Yeah.

23 TOM GEORGE: Mile, what is it, 122?

24 BRIAN OKONEK: It's right around 120, but I'll
25 let you know exactly.

00299

1 TOM GEORGE: Okay.

2 THE CHAIR: Okay. So if 17 or 18 doesn't work,
3 then Paul's deck is the backup plan?

4 TOM GEORGE: Then Paul's deck is the backup
5 plan. Miriam already agreed to coordinate it.

6 THE CHAIR: So 17 is the first day, 18th is the
7 next day, the next backup plan, and then if neither one of
8 those work, then it's Paul's deck as a -- like later?

9 MIRIAM VALENTINE: When do you want it on your
10 deck?

11 PAUL ANDERSON: You tell me. The next week
12 is -- I'm hosting the New Zealand chief ranger that week, so it
13 could be any time.

14 JOAN FRANKENVICH: It's easier for me to make
15 it to Talkeetna on quick notice than Denali.

16 THE CHAIR: That's true.

17 JOAN FRANKENVICH: Denali is a long way from
18 Girdwood.

19 PAUL ANDERSON: So what did you say?

20 JOAN FRANKENVICH: It's a lot easier for me to
21 make it to Talkeetna on quick notice on a backup date.

22 MIRIAM VALENTINE: We could sit on my deck in
23 Talkeetna over in the Park planes at Talkeetna. We'll come up
24 with something and let you know.

25 JOAN FRANKENVICH: Okay. If it's Denali, I

00300

1 probably won't make it, especially with a backup date because
2 it won't be.....

3 PAUL ANDERSON: Well, if you want, we can do it
4 on a weekend.

5 JOAN FRANKENVICH: Maybe I can make it.

6 PAUL ANDERSON: I mean we could do the 25th.

7 CHARLIE SASSARA: Well, why don't we keep it --
8 why don't we have it as the same date. If the weather is good,
9 we're at.....

10 JOAN FRANKENVICH: Just keep driving.

11 CHARLIE SASSARA: There. And if the weather is
12 bad, we can -- we're at the same place and -- you know,
13 wherever Paul can set it.

14 NANCY BALE: We have to come the day before
15 probably.

16 BRIAN OKONEK: Oh, yeah.

17 NANCY BALE: So, you know, you're always taking
18 your chances with the weather.

19 BRIAN OKONEK: Yeah.

20 THE CHAIR: So how about the.....

21 JOAN FRANKENVICH: Yeah, I'm planning a camping
22 trip. I'll be there.

23 THE CHAIR: The 17th in Talkeetna and then if
24 that doesn't work, then cruise on to the Park for the 18th?

25 BRIAN OKONEK: We've just got to see what the

00301

1 weather is doing.

2 CHARLIE SASSARA: Yeah.

3 SUSANNE RUST: Is the 15th too far out, though,
4 to make a call like the six -- I'm just wondering how -- you
5 know, because you kind of see that trend coming a day
6 ahead.....

7 BRIAN OKONEK: Yeah.

8 SUSANNE RUST:and you never.....

9 TOM GEORGE: Yeah, we should be able -- yeah,
10 so a final confirmation e-mail on the 15th or something.

11 SUSANNE RUST: You think that that's -- that
12 seems too far out? The night -- I was just thinking.....

13 THE CHAIR: The night of the 15th or the
14 morning of the 16th.

15 (Simultaneous discussion ensues)

16 THE CHAIR: Yeah, I mean I think the assumption
17 is it's going to go, so it's more -- okay, it's going to go
18 unless it gets cancelled and you can cancel, you know, right up
19 until the night before, basically.

20 JOAN FRANKENVICH: Right.

21 PAUL ANDERSON: Of course, it could be like the
22 18th -- or the 12th of August.

23 JOAN FRANKENVICH: Oh, that was awesome.

24 PAUL ANDERSON: Which we scheduled two years in
25 advance. The 12th of August and it was the most glorious day

00302

1 of the summer, of course, because that was the day we chose to
2 open the new visitor center.

3 MIRIAM VALENTINE: That was the most glorious
4 day.

5 JOAN FRANKENVICH: With snow a third of the way
6 down the peak in August on a brilliant clear day and wildlife
7 just littered over the road.

8 MIRIAM VALENTINE: It'll be good to have Paul's
9 as the backup because it can be bad weather on the south side
10 of the range and good weather on the north side.

11 THE CHAIR: Right, right, that's what I was
12 thinking. Yeah.

13 JOAN FRANKENVICH: Okay. So Paul's backup is
14 the following weekend or the same weekend?

15 THE CHAIR: Like the next day.

16 NANCY BALE: Now I'm confused.

17 PAUL ANDERSON: Well, it sounds like what you
18 want is the same weekend.

19 BRIAN OKONEK: It should be the same.

20 JOAN FRANKENVICH: Okay. Okay. Perfect.

21 THE CHAIR: So you get to make a weekend out of
22 it no matter what.

23 JOAN FRANKENVICH: Perfect. Okay. Yeah, that
24 works.

25 THE CHAIR: Okay.

00303

1 MIRIAM VALENTINE: Okay. Sally, where are you
2 at?

3 THE CHAIR: I don't know. I think we're.....

4 MIRIAM VALENTINE: About done?

5 THE CHAIR: I think we're done. What I was
6 going to do, I was going to volunteer -- I think I can do this.
7 I was going to volunteer to write up our product stuff and then
8 I'll send it out in draft to everybody. And so instead of
9 doing a meeting summary, we'll work on our product, what we did
10 today. Okay. So I'll take a first stab at that because I've
11 got a lot of notes.

12 JOAN FRANKENVICH: We need maybe to identify
13 people who are going to follow through on both the north side
14 and the south side on the recommendations and working with the
15 Park Service on dates and letting other operators know. I
16 mean, Tim will probably do that for the north side. He sounded
17 committed.

18 THE CHAIR: Yeah.

19 SUSANNE RUST: And I'll do it for the south
20 side.

21 JOAN FRANKENVICH: And you'll do the south
22 side? Okay. THE CHAIR: Okay.

23 JOAN FRANKENVICH: I just wanted to make sure
24 that follow-through piece was there because we came so far.

25 NANCY BALE: And then will these two groups

00304

1 send them around to the council before.....

2 SUSANNE RUST: I think we'll probably -- Tim
3 and I were talking about getting together. We'll -- I'd
4 imagine that we'll send something maybe jointly around. Just
5 one something together about.....

6 THE CHAIR: Well, they can just copy us on
7 whatever they send to the Park Service, because we don't need
8 to be involved in what it is. We just want to know what it is
9 and so we can just be on the receiving end.

10 NANCY BALE: Although we might have questions,
11 but, yeah, okay.

12 CHARLIE SASSARA: You know, but it's the
13 voluntary.....

14 THE CHAIR: Yeah, so whatever they, whoever
15 they is going to be, volunteers to do is what they're going to
16 tell the Park Service with a cc to us so we know what's on the
17 table.

18 PAUL ANDERSON: And give us enough advance
19 notice that we can put people in place and give them
20 instruction, et cetera, et cetera.

21 BRIAN OKONEK: Yeah.

22 PAUL ANDERSON: In fact, probably it's the best
23 thing to do if you were to work with John Leonard at Talkeetna.

24 MIRIAM VALENTINE: We should give him a heads-
25 up because he'll need.....

00305

1 PAUL ANDERSON: Yeah.

2 MIRIAM VALENTINE:Jared's attended
3 listenings.

4 PAUL ANDERSON: Yeah.

5 MIRIAM VALENTINE: Yeah. Give us a couple
6 of.....

7 GUY ADAMS: (Inaudible - away from microphone)

8 MIRIAM VALENTINE: Okay. Something simple.

9 JOAN FRANKENVICH: Key in the follow-up: So
10 we've got our dates -- oh, okay, never mind.

11 NANCY BALE: Are we making requests for the
12 agenda of the next meeting, if anybody has ideas?

13 MIRIAM VALENTINE: So the question was Nan's
14 suggestion about having sound impact on wildlife, got a lot of
15 discussion, so we'd like to know is that something you'd like
16 us to follow up with for next meeting? You'd like us to follow
17 up just to know what's available? If there's a more
18 appropriate time to share that information?

19 THE CHAIR: Maybe why don't you just maybe let
20 us know what might be available. Does that make sense? And
21 then we can just.....

22 NANCY BALE: If that gentleman could come up,
23 that'd be great.

24 PAUL ANDERSON: The only problem with having
25 that gentleman come up is that you've picked October 2nd for

00306

1 the date that he would come and, generally speaking, in the

2 federal government, we're not allowed to make travel plans for
3 the new fiscal year (a) until the budget passes, which it
4 usually doesn't by then, or (b) until they put a continuing
5 resolution in effect, which they usually do on September 30th.

6 So since we're trying to meet on the 2nd, it's
7 going to be problematic.

8 NANCY BALE: Oh, is the fiscal year turn right
9 there at the end of September?

10 THE CHAIR: Yeah, end of September.

11 PAUL ANDERSON: Yeah, yeah.

12 TOM GEORGE: Yep, it sure is.

13 NANCY BALE: My word.

14 PAUL ANDERSON: So I mean it's been done
15 before, but it just -- it adds to the cost and to the
16 uncertainty.

17 JOAN FRANKENVICH: Can we just maybe set that
18 aside for another possible meeting?

19 THE CHAIR: Or maybe one of you could just sort
20 of talk a little bit more about maybe what's out there.

21 PAUL ANDERSON: The other option might be, and
22 I don't -- I'm sort of sticking my neck out here, but the other
23 option might be if this person in Denver, Fort Collins, is
24 available to do this and you wanted it and we're meeting in
25 Talkeetna.

00307

1 MIRIAM VALENTINE: Right. Think we could
2 videoconference? We're so successful at that.

3 PAUL ANDERSON: Yeah, but we can't. We'd have
4 to meet in Anchorage or Denali.

5 MIRIAM VALENTINE: For it to be a really good
6 clear.....

7 PAUL ANDERSON: Well.....

8 MIRIAM VALENTINE: We can move it into the
9 great room.

10 PAUL ANDERSON:because we could -- to get
11 all the people.

12 MIRIAM VALENTINE: Oh, the whole -- well, it
13 would be -- logistically, we'd have to move people around.
14 You're right.

15 JENNI BURR: And the other thing with Talkeetna
16 is the screen size. It's about a quarter of that.

17 MIRIAM VALENTINE: Yeah, we don't have this in
18 Talkeetna.

19 GUY ADAMS: If there's some level of interest,
20 we can explore the logistics and if it seems cumbersome, we
21 could not do it, and if it seems reasonable, if you're
22 interested in having some sort of presentation like that, we
23 can explore it and see how difficult it would be.

24 NAN EAGELSON: Yeah, I mean -- you know, if
25 it's reasonable, it'd be great; if it's not, it's not. You

00308

1 know, that would be.....

2 GUY ADAMS: I think what they've experienced is
3 that one-on-one ability to ask, you know, (inaudible - away

4 from microphone). That's where the value is. We can all watch
5 YouTube.

6 PAUL ANDERSON: Some of us can.

7 MIRIAM VALENTINE: Not at work.

8 GUY ADAMS: Okay. And I don't mean to belittle
9 that, but there is stuff out there that's good, but I think the
10 value really comes from the interaction with someone who knows
11 it intimately.

12 MIRIAM VALENTINE: All right. We'll pull
13 together something.

14 THE CHAIR: Okay. And if not next meeting,
15 then the one after that if it's logistically too much of a
16 headache.

17 MIRIAM VALENTINE: Okay.

18 NANCY BALE: I have another request for the
19 agenda. And just a question to Guy: You did a report at our
20 Denali meeting on the Park Service's efforts to follow its own
21 flight program and its own impacts. Would there be an update
22 that would be a doable and useful thing by September?

23 GUY ADAMS: Yes, we could do an updated --
24 October? September? October?

25 NANCY BALE: Yeah, October, pardon me.

00309

1 GUY ADAMS: Yep.

2 NANCY BALE: The 2nd, yeah.

3 GUY ADAMS: Yes, we could do some sort of
4 summary. It'll be short because we'll have just finished the
5 monitoring efforts. So there won't be tons of detail, but we
6 could at least update what we've done, what we hope to do, and
7 what we're getting out of it.

8 THE CHAIR: So a summary of what you know at
9 the end of the year about this coming summer's monitoring?

10 GUY ADAMS: No, of what are we doing to monitor
11 our own use.

12 THE CHAIR: Oh, monitor your own....

13 TOM GEORGE: They're monitoring their Park
14 airplanes. Like with nice maps, right?

15 NANCY BALE: Because we could recommend things
16 to you, too, couldn't we?

17 GUY ADAMS: You could. And I think we'd
18 welcome it because I think we're going to -- I'm going to
19 present something to our management team in the next couple of
20 weeks of what we'd like to try for this summer. It's in the
21 backcountry plan that we'll do something like this. We
22 definitely want something that's reasonable and accomplishable
23 to sort of get the buy-in that we're doing (inaudible - away
24 from microphone). And that will have some product that you'll
25 see in October; we could prepare the basics of it for October.

00310

1 And if that's too little, too much.

2 NANCY BALE: Thank you.

3 THE CHAIR: And we'll want a report from the
4 Best Practices working group, obviously.

5 TOM GEORGE: Sounds like you've got a meeting

6 already.

7 THE CHAIR: Uh-huh.

8 TOM GEORGE: Why am I tired?

9 THE CHAIR: And a report from Park Service
10 about the monitoring of the Best Practices.

11 PAUL ANDERSON: Yeah. Maybe we can do a joint
12 presentation.

13 THE CHAIR: Yeah. I'm just thinking of all the
14 elements of it. You know, what was done and how it worked and,
15 yeah.

16 TOM GEORGE: What I did last summer.

17 THE CHAIR: Yeah, right. Summer report.

18 NANCY BALE: What is the Park Service seeing in
19 terms of campground reservations, bus reservations as far as
20 declines or not declines or.....

21 PAUL ANDERSON: Well, there's a decline. I
22 don't know exactly. I would say in the 10, 15 percent range,
23 somewhere in that range. But part of the problem is my numbers
24 aren't up to this day and so there -- because a lot of
25 visitation is due to cruise ship traffic and cruise tours. You

00311

1 know, depending on how they're doing, that's going to affect
2 our numbers. A lot of our seats are sold in blocks, you know,
3 and periodically during the spring they have to turn their
4 block back in and up until that time, it's all sold. And then
5 all of a sudden it's not sold.

6 NANCY BALE: Oh. Yep. Yeah, okay. Yeah.

7 TOM GEORGE: But, I don't know, the airlines
8 always manage to turn that into be overbooked, in my
9 experience. Maybe they have a different algorithm.

10 PAUL ANDERSON: Well, we've had that happen in
11 the past where we got significantly overbooked and then that
12 was a mad scramble.

13 TOM GEORGE: Yeah. Interesting.

14 THE CHAIR: So anything more for next meeting's
15 agenda that we can think of now? And if not, we could probably
16 finish.

17 JOAN FRANKENVICH: My mind is finished.

18 THE CHAIR: Yeah. Did you have a question,
19 Jenni?

20 JENNI BURR: Oh, I think Charlie actually has
21 one.

22 CHARLIE SASSARA: I was just wondering if you
23 guys have any need for any -- to see any visuals of what being
24 deep into the range is like. That is, if you need any kind
25 of -- if you want any information from me about being there.

00312

1 THE CHAIR: Like a slide show?

2 CHARLIE SASSARA: Yeah. This is just an offer.

3 NAN EAGELSON: Brian's slide show was excellent
4 last September, except for the light. It was too light to see
5 it.

6 TOM GEORGE: Yeah. Absolutely. Absolutely,
7 yes. The more perspective we can get from different elements

8 of user groups.....
9 THE CHAIR: Yeah, I'd like to see Brian's
10 again.
11 CHARLIE SASSARA: Because I can throw a piece
12 together for you, if that's what you -- if you want.
13 THE CHAIR: Yeah, why don't we do that.
14 CHARLIE SASSARA: Okay.
15 NANCY BALE: Backcountry camping as opposed to
16 mountaineering, you mean, or.....
17 CHARLIE SASSARA: I don't sleep out there.
18 NANCY BALE: What do you do? Teleport?
19 CHARLIE SASSARA: No. No, I don't like to
20 sleep on those things. It's too cold.
21 THE CHAIR: So you're talking about more
22 climbing oriented?
23 CHARLIE SASSARA: Yeah, that's the stuff that
24 has the better images.
25 THE CHAIR: Yeah. And then, Brian, do you want

00313

1 to redo yours if it looks like we're in a place where we can
2 get the.....
3 BRIAN OKONEK: If it's dark enough?
4 THE CHAIR: If it's dark enough. Because it
5 was really -- we really wanted to see yours and it just didn't
6 work the last time.
7 BRIAN OKONEK: Uh-huh.
8 THE CHAIR: So -- okay, so if it's dark enough,
9 we'll have -- we'll put you up there, too.
10 BRIAN OKONEK: I hope I still have it together.
11 I think I do.
12 THE CHAIR: Okay.
13 PAUL ANDERSON: Well, we're doing this in
14 October. It will be dark at night.
15 BRIAN OKONEK: There you go.
16 THE CHAIR: Yeah, that's true. Okay. With
17 that, I think we're done.
18 (Off record)
19 (END OF PROCEEDINGS)
20 * * * *

00314

1 C E R T I F I C A T E
2 UNITED STATES OF AMERICA)
) ss.
3 STATE OF ALASKA)
4 I, Elizabeth D'Amour, Notary Public in and for
the State of Alaska, residing at Fairbanks, Alaska, and
5 electronic reporter for Liz D'Amour & Associates, Inc., do
hereby certify:
6

7 That the annexed and foregoing Denali National
8 Park and Preserve Aircraft Overflights Advisory Committee
9 meeting was taken before me on the 7th day of April, 2009,
10 beginning at the hour of 9:00 o'clock a.m., at Fairbanks,
11 Alaska;

12 That this hearing, as heretofore annexed, is a
13 true and correct transcription of said Aircraft Overflights
14 Advisory Committee meeting, taken by me electronically and
15 thereafter transcribed by me;

16 That the hearing has been retained by me for
17 the purpose of filing the same with National Park Service,
18 Miriam Valentine, P.O. Box 588, Talkeetna, Alaska, as required
19 by the National Park Service;

20 That I am not a relative or employee or
21 attorney or counsel of any of the parties, nor am I financially
22 interested in this action.

23 IN WITNESS WHEREOF, I have hereunto set my hand
24 and affixed my seal this 19th day of May, 2009.

25 _____
Elizabeth D'Amour
Notary Public in and for Alaska
My commission expires: 12/28/2010

SEAL