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DENALI NATIONAL PARK
AIRCRAFT OVERFLIGHTS ADVISORY COUNCIL

May 6, 2010
9:00 a.m.

Talkeetna Alaskan Lodge
Talkeetna, Alaska

Advisory Council present:

Sally Gibert, Chair
Charlie Sassara
Erika Bennett
Suzanne Rust
Tom George
Brian Okonek
Nancy Bale
Tim Cudney

National Park Service:

Miriam Valentine
Philip Hooge
Jared Withers
John Leonard
Guy Adema

Audience Members:

Eric Denkewalter
Bill Stearns
Robert Gerlach
Paul Roderick
Bill Sherwonit
Sandra Loomis
Steve Hanson
Beth Pike
Ed Craver

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PROCEEDINGS

SALLY GIBERT: I think we're ready. We're only ten minutes early or 50 minutes late, depending on your perspective.

I think the fact that we're an hour off is my fault. I apologize for any confusion I caused, but I definitely caused one, I think.

Can you do the roll call?

MIRIAM VALENTINE: Scott Babos is not here.

And Nancy Bale?

NANCY BALE: Here.

MIRIAM VALENTINE: Erika Bennett?

ERIKA BENNETT: Here.

MIRIAM VALENTINE: Tim Cudney?

TIM CUDNEY: Here.

MIRIAM VALENTINE: And Jim Edwards is not coming, and Joan Frankevich is not coming. Tom George?

TOM GEORGE: Here.

MIRIAM VALENTINE: Brian Okonek?

BRIAN OKONEK: Here.

MIRIAM VALENTINE: Suzanne Rust?

SUZANNE RUST: Here.

1 MIRIAM VALENTINE: Charlie
2 Sassara?
3 CHARLIE SASSARA: Here.
4 SALLY GIBERT: Scott's the only
5 one we're not sure about.
6 TOM GEORGE: I'm pretty sure that
7 Scott is out of state, because he wasn't at a
8 meeting that I thought he should be at.
9 MIRIAM VALENTINE: We do have a
10 quorum.
11 Start down here with Robert,
12 maybe.
13 ROBERT GERLACH: Robert Gerlach,
14 public. John Q. Public.
15 (Chuckles.)
16 JOHN LEONARD: John Leonard,
17 South District ranger.
18 GUY ADEMA: Guy Adema, physical
19 resource management.
20 JARED WITHERS: Jared Withers.
21 BILL STEARNS: Bill Stearns,
22 interested party.
23 MR. DENKEWALTER: Eric
24 Denkewalter back-bencher.
25 BILL SHERWONIT: Bill Sherwonit,

1 writer and member of the public.

2 SANDRA LOOMIS: Sandra Loomis.

3 SALLY GIBERT: Thanks.

4 PHILIP HOOGE: Welcome everybody
5 to the Overflights meeting. I want to thank
6 you all for taking time out of your busy
7 schedules to be here. I haven't been at any of
8 the other meetings. It's a good chance for me
9 to meet all of you guys. I might be able to
10 provide a slightly different perspective to
11 different things inside the park.

12 Just to kind of introduce myself,
13 I'm Philip Hooge. I've been working here for
14 many years. I'm assistant superintendent for
15 resources science. I direct research,
16 interpretation, a lot of the outside research
17 areas and work a lot with park policy. A lot
18 of regulation. Work with Sally on occasion.
19 And my background before I'm with the Park
20 Services research science activities, Ph.D.
21 from Berkeley, looking at quantitative
22 analysis. Worked at Glacier Bay for 13 years.
23 I kind of come from one of those rare
24 backgrounds in park management, a research
25 background.

1 I have a few words from Paul that
2 I wanted to share -- or thoughts. He had
3 attended several of the national air tour
4 planning meetings, and he wanted to pass on to
5 you these observations he had from the group.

6 You know, though not mandated to
7 do an air tour management plan, the Denali
8 Advisory Committee has made more progress
9 towards the goals of identifying desired
10 conditions as addressed in the back management
11 plans of possible solutions of any of the air
12 tour action plans down south. It kind of shows
13 the promise of these types of approaches.

14 Your efforts, too, have been
15 really important in communicating a diverse
16 series of interests and thoughts on this issue.
17 That in itself has been a really positive
18 thing.

19 You know, your progress in
20 identifying and testing methods to reduce
21 impacts, you know, have been really positive.

22 And, you know, we're all hoping
23 in the park that we can come to a series of
24 recommendations of what we might -- what we
25 might do on this issue.

1 For all considered, you know, a
2 cooperative approach holds a lot more value in
3 the long run.

4 The snowmachine issue at
5 Yellowstone, other places where -- often
6 legislative, legal routes are crude tools and
7 we can take a much more refined approach here.

8 So, with that, I'm looking
9 forward to this group making recommendations
10 for the future.

11 SALLY GIBERT: Okay. Thanks.

12 I don't really have much to say
13 other than the fact that I'm glad we're
14 meeting -- we haven't met since last December,
15 and so it's good we're getting together and I
16 think we're in a good position right now to --
17 after the day to have an understanding of
18 what's going to be happening this summer,
19 ongoing effort to sort of see what works best
20 for everybody, and so we can be looking ahead
21 both at what's going to be happening this
22 summer and also next fall.

23 So, next is the agenda. We've
24 all got the agenda here. Miriam says we should
25 try and aim for a fixed lunchtime, so is noon

1 to 1:00 a good -- is that going to work for
2 everybody to take a break?

3 Okay. And to move on, we can
4 launch right into member reports. We've got
5 three -- Tom George, Brian Okonek, Nancy Bale
6 all have something to say. I've got a brief
7 handout from Jim Edwards who would have made a
8 brief report had he been here, but I'll hold
9 that until the end.

10 Tom, do you want to start?

11 TOM GEORGE: Okay.

12 More progress has been made than
13 what I was aware of. We'll hear what we
14 thought we ought to do and the next step to
15 doing it all at once. That's the theory.

16 NANCY BALE: I can take my keys
17 off, if you need.

18 SALLY GIBERT: While he's doing
19 that, Charlie asked if we could clarify the
20 best way to do this is that we should probably
21 go ahead and do all the presentations and if
22 there's specific questions about those, to ask
23 the presenters at the time, but that we try and
24 hold our kind of meaty discussion about them
25 until later on in the agenda. There's a lot of

1 information we're getting into. That's going
2 to be interrelated and connected to each other.
3 Does that make sense?

4 TOM GEORGE: You have copies of
5 the report. Do you want to pass those out
6 right now?

7 SALLY GIBERT: Shall I pass out
8 the meeting notes or all three documents?

9 TOM GEORGE: All three.
10 Pass them out.

11 SALLY GIBERT: A total of three.
12 The working group meeting notes, best
13 practices, and soundscape feedback
14 recommendation.

15 TOM GEORGE: Okay. To put this
16 wad of paper that you were just inundated with
17 into perspective, we did have a meeting of the
18 aviation working group back on the 13th of
19 April. Again, a little background. We decided
20 to form an aviation working group, again a
21 forum where all the air tour operators, for
22 that matter aviation interests, as well as
23 members of the council can sit down and work in
24 more detail on site-specific discussions than
25 is really convenient to hold in a meeting of

1 this size.

2 So, this was the second meeting
3 of that working group; the other one being
4 about a year previous.

5 And -- come on -- turn it out.
6 That's right. That helps.

7 And this is a list of attendees.
8 This is extracted late last night from the
9 meeting notes, so you have in paper all this
10 information. Just to summarize, first of all,
11 we discussed the need for feedback from the
12 Park Service in order to identify best
13 practices for people that haven't been to the
14 meetings before. We've adopted this technique
15 of taking site-specific areas in the park that
16 there are reported, you know, problems with
17 sound. In this case, sound to do with
18 airplanes, specifically, and look at those and
19 try to understand the nature of the problem in
20 time and in space, the nature of the aviation
21 operations that are in that area and then look
22 to see where we can make adjustments or define
23 so-called best practices.

24 Initially, this focus, of course,
25 are on the air tour operators since they are

1 the most frequent users. We recognize there
2 are other general aviation users unrelated to
3 park travel that we'll try to eventually try to
4 get some of this information out or maybe adopt
5 other tools for other elements of the aviation
6 community. But in order to proceed, we really
7 felt that we needed some process to get
8 feedback in order to be able to tell whether
9 these best practices we're trying out are
10 improving the situation or merely displacing
11 the problem from one area to another.

12 We know there's the ongoing sound
13 monitoring program that Jared talked about.
14 That isn't necessarily giving us the short-term
15 feedback to evaluate the very site-specific
16 actions that we're working on.

17 For that, we teleconferenced with
18 John Leonard and Miriam Valentine to be able to
19 discuss that issue with us, and we came up with
20 two different areas that we would like to get a
21 feedback process started.

22 One is, again, some immediate
23 feedback in terms of unusual events in order
24 to -- this has kind of been a request from some
25 of the air tour operators for years now.

1 Instead of three months at the end of the year,
2 we had some issues here. At which point to
3 track down the issues and airplanes and whatnot
4 is difficult. Getting back to some unusual
5 events seems like it would be a helpful thing
6 to do.

7 The second thought which is a
8 harder thing to do admittedly is on a more
9 routine basis, particularly associated with the
10 mountain, in other areas, too, if we could pull
11 it off. Get some notion, again, of feedback on
12 a more ongoing basis, not just a specific
13 event-driven activity. So we discussed this
14 for some time, and, of course, to meet the --
15 you know, kind of the process we're all engaged
16 in here, as Miriam is quick to point out to us,
17 the appropriate thing for us to do as a group
18 was to put together the start of a
19 recommendation and then bring it to the full
20 council and then the council can discuss it and
21 pass it on to the Parks Service as something we
22 adopt as a council.

23 So the other product, then, or
24 one of the other products you got today is a
25 draft recommendation along those lines which,

1 perhaps later in the meeting today, we can
2 actually consider as we get to it.

3 So that was kind of the first
4 half of the meeting. The second thing we did
5 was to walk through the best practice list that
6 we developed through the previous years and on
7 an area by area to review those, to see, were
8 they working, were there more changes? Are
9 they working? The question is: Are they
10 working is why the feedback discussion is very
11 important. We focused on three areas, the
12 Triple Lakes trail area. And, of course, I
13 think we get a better idea of the nature of the
14 use by hikers and looked at actually adding a
15 description of how helicopters cross the trail
16 as a revision to last year's document.

17 The other thing we discussed,
18 which were act -- we're not actually
19 bringing -- not bringing a formal
20 recommendation. Down the road we're going to
21 need to consider this in that area,
22 particularly, since we have done some things in
23 terms of best practices already; but we
24 recognize in that area, particularly, in
25 addition to the air tour traffic that goes

1 through there, there's always the Park
2 Services' own traffic in and out of the Denali
3 airport. And that happens to be the VFR flyway
4 that connects Fairbanks and -- Fairbanks,
5 Southcentral Alaska, and Northern Alaska. So
6 it has a lot of traffic going through there
7 entirely unrelated to the park itself. We'll
8 do, in years to come, whatever we can to
9 educate people on that. It's pretty clear
10 that's going to remain an area of fully high
11 traffic. We think in that area, particularly,
12 we should start looking at what we could do on
13 the other side of this to educate hikers about
14 the nature of what they're liable to see, again
15 in some constructive fashion. I think some
16 people are interested to know that airplanes
17 seen going across that path are part of the air
18 tour industry, as well as some uses of aircraft
19 in the park. That's not something we're going
20 to bring up in this meeting but in the future
21 try to look at. We're going to manage
22 situations.

23 Then the final thing we spent a
24 fair amount of time talking about is the park
25 road corridor, and this discussion went on for

1 some time, but what we ended up realizing is
2 that we need a better geographic idea of
3 where -- again, the high-use areas on the
4 ground are, so an action out of that was to
5 actually try a -- we've got the map we had last
6 year which has been general blobs -- Miriam,
7 you have a copy of that, right?

8 MIRIAM VALENTINE: Uh-huh.

9 TOM GEORGE: -- of areas of use.
10 An action item was taken there to give a more
11 refined explanation of specific areas that are
12 common routes there, communicate that to the
13 corroborators and this will go to the future
14 discussions about what we might be able to do
15 different in those areas. That is about what
16 we've got done. I was pleased to discover that
17 we might have a first cut to that more detailed
18 look at the hiking uses in that area. So with
19 that I would turn it over to Nancy.

20 NANCY BALE: Oh, okay. And then
21 Brian can go after me.

22 MIRIAM VALENTINE: Are you going
23 to speak on the comments --

24 NANCY BALE: You made copies for
25 everyone? Fabulous. I'm going to read a

1 couple, three comments cards --

2 Just present the map right now.

3 TOM GEORGE: Initially because
4 we're on that.

5 NANCY BALE: How is that? That
6 works for me.

7 I only have eight of these.

8 Which one, the sound sensitive?

9 I'll start with that and you can
10 open all of them up --

11 TOM GEORGE: You're testing my
12 abilities now, aren't you?

13 MIRIAM VALENTINE: The map I have
14 just passed out is information that was shared
15 at the April, 2009 meeting. So it's my
16 understanding, Nancy, that you're presenting
17 information that further defines that?

18 NANCY BALE: That's fine.

19 TOM GEORGE: As she's getting
20 ready to start, let me ask if anyone else in
21 the working group has anything to add. That
22 was my summary late last night. If I'm missing
23 anything pertinent -- Brian, did I miss
24 anything?

25 BRIAN OKONEK: Except for the

1 discussion about east/west flights, it looks
2 like we're going to move into that a little bit
3 here.

4 NANCY BALE: The north side
5 stuff, you mean?

6 BRIAN OKONEK: Yeah.

7 NANCY BALE: Just to get started,
8 I'm Nancy Bale, been on the council since the
9 start, and what we tried to come up with in
10 getting our mandate together with everybody in
11 the council was to look at what our charter
12 told us was the plan, which is -- this is the
13 map of the backcountry plan that shows areas in
14 the park where higher levels of nonhuman sound
15 have been allowed for in the plan, and you'll
16 see that much of the area on the south side of
17 the park that's accessed by Talkeenta to the
18 mountain is the red and yellow zones which
19 allow higher levels of human-caused sound. The
20 blue areas, the two colors of blue are the next
21 level down. The pink and purple area, you'll
22 see that's the core part of Denali National
23 Park where the roads and the hiking is and
24 where the routes I described are located, and
25 that's where the minimum natural sounds -- it

1 has planned for the quiet soundscape. There
2 are a couple of knotty areas in that park. It
3 has very quiet soundscape areas and yet there's
4 not any problems.

5 We started considering in our
6 second or third meeting what parts of that core
7 wilderness are we getting the most complaints
8 from users, because, of course, there's the
9 general soundscape standards and there's also
10 what people perceive over time. So the
11 soundscape plan that came to us with the
12 backcountry plan told us, you know, we Denali
13 National Park, want you to try to make
14 recommendations so we can maintain this very
15 quiet core soundscape. Now we want to find out
16 more data about what parts of that soundscape
17 seem to be most threatened at this point. Joan
18 Frankevich and I on consulting with Nan
19 Eagleson, came up with this map which is the
20 sound-sensitive area. This is an informal map.
21 You won't see it out in the public. It's for
22 the use of the council now. You can see the
23 red areas -- red areas are areas with high
24 levels of backcountry visitor use. We went
25 over data with the backcountry desk to show

1 they do have a lot of use and a high level of
2 disturbance from aircraft, as shown in comment
3 cards and remarks to the Rangers. The yellow
4 areas also have high levels of backcountry use
5 and adjacent lands to the park where we've
6 received complaints from people who use those
7 lands. They're not federal lands. They are
8 State lands. Most of them are in Denali
9 National Park, and those are not part of our
10 jurisdiction. We thought we would try to
11 capture where we received complaints from
12 individuals with respect to aircraft noise and
13 a denigration of soundscape noise. You'll see
14 the units of the backcountry that end up at the
15 crest of the Alaska range are represented in
16 the bottom of the red, in the strip of red.
17 There have been complaints from climbers that
18 the council has addressed with respect to
19 aircraft movements around the mountain. Right
20 now I'm going to talk about some routes that
21 are in that red area of greatest use and the
22 most kinds of complaints by visitors through
23 informal comment cards as I said and talking to
24 Rangers.

25 That's what we've done so far.

1 What Joan and I did was we sat down with Amanda
2 Smith who is the person who is going to
3 hopefully take Nan Eagleson's place on the
4 council. She's an avid backcountry user. We
5 talked to other friends of ours and went back
6 to our own experience of our hiking group that
7 we used in the park. And we just covered those
8 especially sound-sensitive areas, except you'll
9 see on the further west, there is the
10 McGonagall Pass Trail, we'll speak on that.
11 That's not an area we described as a sound-
12 sensitive area that we marked, but it is a
13 commonly used trail. We thought we'd mark
14 that.

15 Okay. And so moving from the
16 west you'll see on your maps -- those members
17 of the council who have maps. I'm sorry if
18 people in the audience don't have maps. But
19 moving from the west, I listed all these routes
20 with some names and gave the units that they're
21 in. So we started out further west with the
22 McGonagall Pass Trail from Wonder Lake, Unit
23 20. We moved to Eielson Visitor Center, Units
24 13 and 18. This captured the Glacier Creek,
25 Anderson Pass route and several traverses that

1 go between Glacier Creek and the Thoroughfare
2 River. Then we went to Unit 12, which is the
3 Thoroughfare River proper to the toe of
4 Glacier. Another area popular between 12 and
5 10 where you go over Sunrise Creek to the
6 Toklat and some routes from the Toklat River to
7 upper glaciers. Unit 9, east branch of the
8 Toklat River to the toe of glaciers. Most of
9 these go a couple of miles to the crest of the
10 range, sometimes closer, depending on how gutsy
11 people feel about walking on glaciers. Then
12 Units 7 and 8, Polychrome Glaciers, East Fork
13 of the Toklat River, very common and popular.
14 Unit 6, 5, 16, Sable Pass Traverse behind
15 Cathedral Mountain to the Teklanika River,
16 Calico Creek, Upper Sanctuary River. That can
17 be done in several days or parts of it done
18 from several locations. Units 5 and 16
19 Sanctuary River, Refuge Valley, Upper Sanctuary
20 Loop, and Sanctuary Loop Cantwell.

21 Just to look at these a little
22 bit closer. Here's Glacier Creek, Eielson
23 Visitor Center, Glacier Creek, Thoroughfare
24 River, and these traverses. In this region,
25 there's a visitor center right here. There's

1 shuttle buses that stop there every day. This
2 is a popular hiking destination both for day
3 hikes and a very popular unit, 13 and 18 are
4 popular, filled-up-frequently units for use in
5 backcountry camping. The distance to Anderson
6 Pass is maybe 15 miles, something like that. I
7 might be slightly off on that. And then a very
8 popular hike is to go up the Thoroughfare, up
9 Sunrise Creek here, and then down the Toklat.
10 That's an overnight trip. Some people will do
11 that in a day. And then you can start down
12 here, there's a rest stop at Toklat. You can
13 start down here and go up the Toklat and up the
14 toe of the glaciers. Depending on how hearty
15 you are, you can make that a day hike or you
16 can go overnight. Here's the east branch. If
17 you let the shuttle bus let you off right
18 before Toklat, you can go up the east branch of
19 the Toklat, and there's a couple of glaciers
20 and you can go to the toe of glaciers, a great
21 place to spend the night right up near the
22 glaciers. And then the Polychrome area is
23 right here, (indicating) Units 6, 7, and 8. It
24 all drains into the East Fork of the Toklat
25 River. There's loops and trips that you can

1 take from the road down into the flats and go
2 as far up, really as up in here (indicating) if
3 you want to if you want to stay overnight.
4 Same here. And then here if you stop at Sable
5 Pass, go behind Cathedral Mountain, which is
6 right here (indicating) and all the way to the
7 Cantwell, if you want to do this trek. This
8 says the Teklanika. But actually up here in
9 the park, it's called the Sanctuary River. It
10 joins the Tek down here. At any rate, you can
11 go all the way up to the Refuge Valley. That's
12 definitely an organized hike, and it's right
13 close to the crest. And it's very popular for
14 caribou. Great place to go and camp overnight
15 and see caribou. Those are routes that there's
16 a number of overflights will go over that area,
17 just to give you an idea of the routes that
18 might go over that area.

19 These are GPS routes. You can
20 see most of the southern route that goes from
21 Talkeetna and then fly around the mountain and
22 access the mountain here. The routes that come
23 up from Denali Air Strip and Healy are shown
24 here. This isn't an exhaustive demonstration,
25 but just to show you the parts of the park I

1 was talking about are right in through here,
2 where most of the day hiking, it's accessible
3 from the road, where a good number of aircraft
4 overflights occur in that area. That is an
5 area where it would probably be good for the
6 council to think about some voluntary measures
7 if we're able to come up with one that can be
8 agreed upon. That's all I have for right now,
9 you wanted to do the comments later.

10 Were there any questions about
11 the backcountry hiking routes? Did anyone have
12 any other routes to offer? People who hiked in
13 the park a lot.

14 JARED WITHERS: I think one --

15 PHILIP HOOGE: One thing good
16 here, as one of the original soundscape maps,
17 it gave the impression that the units are
18 equally used. You summarized the data over the
19 unit. The location of the trails gives you a
20 lot better feel for that upper -- towards the
21 upper part of the ridge there. That's not a
22 used area, or not as used.

23 I would offer two little caveats
24 on Unit 3. You know, the reason that numbers
25 are low in that is because of the wildlife

1 closure, those changes there. This year
2 there's probably not going to be a closure.
3 Those can approach higher levels for 3.

4 NANCY BALE: And the closure on 3
5 is that for moose?

6 PHILIP HOOGE: Jenny Creek
7 closure for wolves.

8 NANCY BALE: And that won't
9 happen this year.

10 PHILIP HOOGE: They're denning in
11 another location. In years there weren't -- a
12 couple years ago, a lot of people hiked into
13 that unit. But that's probably not one of the
14 major flight routes. I don't know. The other
15 thing I wanted to point out, was that 25,
16 changed -- what changed 25 rather dramatically.
17 That's where Savage Alpine Trail is going to
18 be. That's probably going to be one of the
19 heaviest-use trails in the park which is going
20 across there from, you know -- from Savage
21 River and across into the new Mountain/Vista/
22 Wayside, which is in 25.

23 NANCY BALE: You're saying,
24 Philip, we can expect to have perhaps more
25 visitor feedback from these two areas.

1 PHILIP HOOGE: Certainly have a
2 much higher level of day hiking in that area.
3 However, if as you were showing in the
4 complaint area, that wasn't a high complaint
5 area. That potentially will be in the future
6 one of the larger hiking areas. I wanted to
7 point that out.

8 NANCY BALE: That's why the
9 sound- sensitive areas map is kind of a work in
10 progress. We realize that complaints about
11 sound are moving targets. What Philip is
12 saying, we didn't mark 25 as necessarily a
13 place that was used a lot, but we should
14 probably --

15 PHILIP HOOGE: That was true in
16 the past. It's now that there's this Savage
17 Alpine Trail.

18 MR. DENKEWALTER: What about
19 No. 2 there? Was there some reason people
20 don't go there? Too much brush?

21 NANCY BALE: Upper Riley is
22 pretty brushy.

23 PHILIP HOOGE: It was also
24 blocked by the closures in 3, the regular
25 routes.

1 MR. DENKEWALTER: Okay.

2 BRIAN OKONEK: It's hard to get
3 to from the east because of the river.

4 PHILIP HOOGE: I don't expect
5 that to change. The hiking patterns are such
6 that when the closures are in there, people
7 want to go to that -- that -- the first area in
8 3. But not necessarily 2. That might not --
9 both those facts I bring up might not change,
10 probably don't change your overall trajectory
11 of what you're doing. I think they were
12 important caveats.

13 NANCY BALE: We've identified
14 that although the soundscape prescriptions for
15 the wilderness core which is here are pretty
16 quiet, there are areas where there will be more
17 problems, and one of those areas is in here
18 because of two air strips and the road and the
19 things Tom was mentioning. I think you could
20 probably say that Kantishna is another one, not
21 in the core, but it's got fairly quiet
22 standards. There are areas that are more
23 problematic, but if we can work on this area,
24 some of the problems associated with this area
25 don't exist here. So, if we can work on some

1 way to alleviate or ameliorate issues in here,
2 then that would be good work that we could do,
3 in my opinion.

4 Any other questions? Okay. Let
5 me get rid of all this.

6 TOM GEORGE: Before you take that
7 off. Based on your comments -- I mean, I think
8 this is exactly what we need to see, the higher
9 resolution than just kind of blobs of where
10 people are known to travel. And I'd rather
11 focus on that than just complaints, because,
12 again, complaints can move. Hopefully, when we
13 hear complaints, it will move considerably.

14 The question is: Do a couple
15 more routes need to be added to this -- since
16 this is kind of an input, especially back to
17 aviation working group to then go chew on, you
18 know -- are there a couple routes that should
19 be added to -- to be reflective? This should
20 be also kind of a long-term thing if some areas
21 aren't being used right now because of some
22 closures.

23 PHILIP HOOGE: It would probably
24 be accurate to recognize the Savage Alpine
25 Trail. In 3, I wouldn't want it to be

1 represented as "no hiking." It's a seasonal
2 thing. It's not what I would consider a
3 high-density route.

4 NANCY BALE: I would venture to
5 say this is more day use in here, and so --
6 there isn't a lot of opportunity for guests to
7 talk about their day use as the backcountry
8 does. There's the comment cards for when they
9 come back from the backcountry trip. If it's a
10 day trip, there's no formal way of gathering
11 information.

12 PHILIP HOOGE: You also have a
13 phenomenon, too, we don't always accurately
14 represent, but complaints come in -- a lot of
15 day users will complain about things. You
16 would think that if one was high enough, they
17 would also -- complaints are an important state
18 compared to social science issues. You always
19 kind of view complaints as kind of the edge of
20 something that's probably big out there, but it
21 doesn't necessarily give you the true shape.
22 It's the same kind of problem with asking
23 people about general satisfaction. People will
24 encapsulate their whole experience, "It was
25 wonderful being at Denali." They won't talk

1 about problems. You never ask very specific
2 questions about that. You're also dealing with
3 expectations. So, if you're day-hiking close
4 to the road, you probably have less of an
5 expectation. So expectation for solitude and
6 quiet goes up the more remote you are. The
7 more likely you're going to complain and be
8 disturbed by, you know -- you know, in the --

9 NANCY BALE: Your expectation
10 would likely be pretty high in the area here
11 (indicating).

12 PHILIP HOOGE: The general
13 pattern of complaints are what you would expect
14 given that trend. Seen in other circumstances,
15 studying in other areas, too.

16 NANCY BALE: There are a number
17 of -- we wanted to be kind of clear about some
18 of the sticky problems of this elevation up in
19 here. There are a number of hiking trails. To
20 the hills, up through Poly, taking Stoney,
21 beautiful backcountry, often day hikes that
22 were not in what we had already described as
23 our red zones. We didn't think we would
24 confuse matters by showing them. If you wanted
25 to do an exhaustive study of groups hiking in

1 the park, this is only in what we would
2 describe as the soundscape.

3 TOM GEORGE: I suggest you put a
4 date on the map. A lot of these are moving
5 targets.

6 NANCY BALE: I've got May, 2010
7 on the map.

8 BRIAN OKONEK: Those lines
9 represent the most backpacking trips off the
10 road. There are certainly backpacking trips in
11 Units 17 through 23.

12 NANCY BALE: These are the hardy
13 ones, 23, 17, 16. It's for the hardy hiker.

14 BRIAN OKONEK: Longer-duration
15 trips. And with a high expectation of
16 wilderness, because it is off-the-road system.

17 NANCY BALE: We are interested in
18 protecting the soundscape of this area, because
19 it is still in the quiet zone. By no means
20 would anything that we would want to suggest
21 here be meant to concentrate sound someplace
22 where it's probably better that it not be
23 concentrated.

24 But we didn't list this as a
25 common hiking destination unless, maybe John

1 Leonard would like us to add it.

2 But how often do you think -- how
3 many backcountry permits for this area? Can
4 you comment on that?

5 JOHN LEONARD: I don't believe
6 there are any. When you get out of the
7 wilderness areas, there's probably more
8 subsistence hunting permits than anything.

9 MIRIAM VALENTINE: Down here you
10 mean?

11 PHILIP HOOGE: It seems to me
12 what it serves -- the greatest purpose of this
13 kind of diagram shows you is more like where
14 you might get more bang for your action. It
15 doesn't tell you where you might want to move
16 things to because there's other problems.

17 PAUL RODERICK: Is there data
18 available that states like the user days and
19 how many people?

20 NANCY BALE: Yes.

21 PAUL RODERICK: Are you going to
22 get to that?

23 NANCY BALE: We reviewed it a
24 couple of meetings ago. I know that Anna Smith
25 was collecting data from the backcountry ranger

1 and was going to maybe bring it, and we did
2 have some data a couple of meetings ago. I've
3 got a sheet to show you during a break.

4 PAUL RODERICK: You've got data
5 from Anderson Pass. That isn't frequently
6 used. We use that a lot for flying. Most of
7 it's used on skis in spring. Anyway, I just --

8 NANCY BALE: It's hikes in the
9 summer. You go all the way to the pass and
10 camp out and is getting to be a hardy hike. A
11 lot of people go to Crystal Creek, which is
12 partway up. That's commonly done. In fact, it
13 fills up quickly.

14 PAUL RODERICK: Okay.

15 SALLY GIBERT: Phil, when are the
16 Savage Alpine Trails supposed to be done?

17 PHILIP HOOGE: Portion of it will
18 be complete by later this summer. The mountain
19 rest stop is open right now, and the trail will
20 be completed by the ski time of year. I wanted
21 to target the long-term target that we're
22 predicting that will probably be a popular
23 route --

24 BRIAN OKONEK: Paul, the
25 statistics we have will be for people who have

1 backcountry permits and are spending the night.
2 They won't show the day use of those?

3 PAUL RODERICK: Why?

4 NANCY BALE: It was discussed in
5 the backcountry plan whether they -- generally
6 described in the plan, it would be burdensome.

7 PAUL RODERICK: Why would it be
8 so burdensome?

9 NANCY BALE: Well, you have to go
10 someplace, wait in line, write your name down.
11 Sometimes people have jumped on the shuttle bus
12 and haven't decided where to day hike. And,
13 you know, shuttle bus drivers, it would be
14 another level of bureaucracy for them to
15 collect data. Maybe there could be random
16 Ranger checks with a clipboard, that might be a
17 possibility to interview day hikers and find
18 out where have you been, you can extrapolate
19 from that. But that wasn't required.

20 PHILIP HOOGE: The best tool for
21 dealing with day-hiking is a process. We're
22 doing surveys right now, and also we have
23 various tools like what we'll call VSP surveys,
24 which will probably be done in the park,
25 associated with the road capacity. They have

1 general questions about how many day hikers,
2 those will be done on a two- or three-year
3 period. You'll get a feel for that.

4 Throughout the Park Service, it is extremely
5 rare for day-hiking to be regulated with a
6 permit system.

7 PAUL RODERICK: But, you're
8 reasonably sure, the people that are
9 day-hiking -- I've done some day-hiking off the
10 park road -- people are staying within a mile
11 of the road, from what I've seen. You know, I
12 might be wrong. It seemed like most of the
13 frequency is along the park road which were --
14 I mean we're doing our best to avoid anyway.
15 Most of the southside fliers don't get up there
16 very often. Is that a reasonable assumption
17 that people are staying within a mile of the
18 road, or do you think it's further than that?

19 PHILIP HOOGE: It depends so much
20 on the availability of various routes.
21 Primrose day hikers can get quite a bit in. In
22 a general -- there's a general trend. You
23 know, it might be useful down the line to
24 have -- to have that kind of map with that
25 distribution, but I do feel that in terms of

1 complaints, you know, which -- you know, the
2 day hikers would -- are representative within
3 our system of getting to a place.

4 TIM CUDNEY: I'm looking at some
5 of the complaints, 2006, approximately.
6 There's very, very little information on there
7 as far as areas. I mean, there's a lot of
8 venting, obviously. There's some duplicates in
9 here, believe it or not.

10 I don't know if people are doing
11 it just to get their votes in.

12 NANCY BALE: Maybe the wives or
13 kid. It's different handwriting.

14 TIM CUDNEY: It certainly is.
15 But the content is the same.

16 It's really hard to identify, and
17 as I -- we've done this issue before, and we
18 keep very detailed records of departures and
19 aircraft and times and where they're going to
20 be at such-and-such. And, again, perception is
21 one thing, but validity and accuracy is
22 another. They're all over the map, literally.

23 TOM GEORGE: And hence the notion
24 that those aren't necessarily the best thing to
25 look at, and we're going to be hearing later

1 about some specific problems, hopefully, some
2 plans beyond that for user surveys that maybe
3 give us a better level.

4 TIM CUDNEY: These are all from
5 '06.

6 PHILIP HOOGE: That's what we
7 were able to grab. Your don't want to use
8 complaints to fine-tune your response. In most
9 investigation of complaints, they are
10 representative of a problem. You know, there
11 usually is ten times as many people who have
12 problems with something that do not complain.
13 But it's a poor tool to try to fine-tune your
14 response, and I think you pointed that out.

15 MIRIAM VALENTINE: Just to
16 clarify, Tim. The packets are put together,
17 Jay Hudson had originally requested, covers a
18 five-year period. If you read the cover
19 letter, it gives a little bit more description
20 of what the packet actually contains.

21 TIM CUDNEY: I agree. One of the
22 things I see in here, there's a few in there
23 that I've got -- see there's a note to Pete to
24 respond. And some that were clearly identified
25 as management flights. I'd like to see -- do

1 we have any of those responses at all? Is it
2 kind of a canned response in the park that
3 says, "Hey, we're doing X, Y, Z"?

4 PHILIP HOOGE: You're going to
5 have later on a presentation of our management
6 flights. We went through and showed what our
7 distribution is. Kind of a model which would
8 be good to do for all flights depending on the
9 situation, you know, when there's a thought
10 that might be a management response -- then it
11 might be an internal flight or research flight.
12 We have to discern, somebody has a complaint,
13 chasing wildlife, and it was our tagging
14 operation for caribou. So, that's what --
15 that's what it is.

16 BRIAN OKONEK: Nancy, why don't
17 you go on with your next presentation, because
18 it's -- it keys right into this.

19 NANCY BALE: We are talking about
20 the comment cards right now. I'd like to thank
21 Miriam for scanning. You saved my rear,
22 because I would have had to spend a couple of
23 all-nighters, so thank you.

24 These comment cards have passed
25 through a few hands. Some of the pilots have

1 had a look at them, and Joan Frankevich went
2 through them and she compiled a summary that I
3 could just read. In this packet, there were 36
4 comment cards gathered during summer season
5 2004 to 2008; 22 comments from backcountry
6 users; 4 from front country users -- that means
7 people who are close to the road; and 9
8 comments from visitors at unknown locations of
9 the park. One comment from the Pika Glacier,
10 south side.

11 And I don't know, you all have
12 copies, and I was going to read, thank you
13 kindly, for doing that -- but you all have
14 copies, so I don't think I really -- you all
15 have eyes and I don't really need to read them.
16 But, of course, as Philip says, not everyone
17 complains, but sometimes you get more
18 complaints than you get kudos. It's just hard
19 to know. So it's hard to know how to
20 extrapolate from these 36 comment cards to know
21 how many people didn't like or liked what they
22 did.

23 The prevailing theme expressed by
24 park visitors in these is a sense of
25 disappointment by being disturbed by the noise

1 and frequency of aircraft. A few comments are
2 written by visitors to the park near the
3 entrance. It's kind of a misuse of the front
4 country. The park uses the front country to
5 describe the entrance area. Really that isn't
6 exactly what the front country is. A few
7 comments are written by the visitors to the
8 front country, including comments to a
9 disruption to the ranger program.

10 All of the comments come from
11 backcountry users including comments about many
12 different backcountry units throughout the
13 park. Authors of the comment cards repeatedly
14 talk about the low attitude flown by aircraft,
15 the noise produced, the high frequency of
16 flights and impacts to their wilderness
17 experience. Aircraft buzzing an area in one
18 case and an NPS helicopter. Both airplanes and
19 helicopters are mentioned as are both private
20 flight-seeing operators and flight-seeing
21 operations.

22 Here is a representative one in
23 '06. Every day all day we just completed a
24 7-day backpack, Unit 7 to Unit 12. I should
25 have left the map up. Awesome. We camped out

1 of sight of the road to maintain the wilderness
2 experience. But there was the constant drone
3 of copters and airplanes. Some flying
4 needlessly low. Especially, in the west branch
5 of the Toklat River and above Polychrome. On
6 four-day backpacking trip in Eielson Mountain
7 we were flown over by dozens of airplanes, in
8 '07. It was beautiful and scenic until drones
9 and noises of flights disrupted our wilderness
10 experience in Alaska Denali Park. We're there
11 to escape noise, but forced -- forced with so
12 many overflights to hear it.

13 So, that's just a couple of
14 representatives of people who were actually in
15 that center core of the park that we marked as
16 red, as a sound-sensitive area.

17 So, you know, I could read some
18 more, but you have them in front of you, and
19 I'm grateful to Joan for summarizing, and
20 determining which were actual backcountry
21 visitors, which were people close to the road.
22 If anyone would like me to make copies of her
23 compilation, I could do that also. I could
24 turn it into a page. It's a page and a half.

25 And some, I would like to add,

1 too.

2 Some -- a good number of these
3 complaints, I've got an Excel file which I can
4 send out so you can actually -- I'll send that
5 out to everybody. It actually shows which
6 units had the most complaints. And there were
7 quite a number of complaints in Units 41 and
8 42, which are around Kantishna. And I would
9 want to offer up, at this meeting that the
10 Kantishna area is probably another one of those
11 hot spots like Triple Lakes that we probably
12 need to discuss and maybe need to send a
13 subcommittee out this summer and talk to some
14 of the operators. The Kantishna operator
15 hasn't had a lot of opportunities to come to
16 these meetings very much because of his
17 schedule. He's so far away. It might be good
18 to go out to him and get some input as to what
19 they see as a desired future use. It has an
20 airport in it. But it is a quiet spot. It
21 could be a hot spot.

22 Everybody on the Overflight
23 Council probably got the comment, e-mail sent
24 to each and every one of us from someone in
25 Talkeenta talking or complaining about noise

1 around the airfield, which isn't a specific
2 duty of our council to make recommendations
3 around Talkeenta. But it just shows that
4 people choose to send stuff to us that we might
5 want to discuss.

6 BRIAN OKONEK: We will be talking
7 about that later.

8 NANCY BALE: Anybody else who
9 would like a copy of the backcountry areas, and
10 sound-sensitive groups, we're trying to keep
11 that sound-sensitive map inside the council
12 because it's a work in progress. If anyone
13 wants a copy of the routes, you're welcome to
14 get them. I'll make a copy for you, or I can
15 give you the file, send them to you by e-mail.

16 SALLY GIBERT: Thank you.

17 Any questions? Anymore questions
18 for Nancy?

19 Brian?

20 BRIAN OKONEK: Can you pass out
21 copies here?

22 An image of the park map --
23 you've got one more of kind of a USDS.

24 TOM GEORGE: I don't have
25 anything like that.

1 BRIAN OKONEK: I don't have a
2 lengthy presentation on this. I just asked
3 Parks Service to give us some information on a
4 number of glacier landings that they know are
5 taking place, just to -- for us to just have an
6 idea of the number of flights going on in the
7 park. We've been at this for a few years but
8 never really had any numbers.

9 So you can see on the one side
10 there's just a chart that shows 1999 to 2009.
11 One chart shows the number of passengers flown,
12 and then the percent that's either increased or
13 decreased from the year before.

14 The other chart is showing the
15 number of total passengers, and I'm going to
16 have to ask a few questions here, make sure I'm
17 interpreting things right. Air taxi passengers
18 on the glacier landings. Those are -- I would
19 imagine are just scenic flights. And the
20 number -- is that right?

21 MIRIAM VALENTINE: Just for
22 clarification, the top chart on the side of the
23 page that has two tables on it, the top box
24 "scenic glacier landings" are people who are on
25 a scenic flight, went into a glacier landing.

1 The box below are the -- or the table below
2 represents people who are looking for access.
3 So, an air taxi glacier landing is
4 distinguished by you bringing people. You're
5 dropping them off. You're coming back. What
6 makes this table potentially a little
7 confusing, I think the air taxi operators have
8 gotten really efficient and sustainable about
9 including sometimes scenic passengers on air
10 taxi flights, which is why there's two columns
11 there in that second table.

12 Though the primary -- if I'm
13 understanding how we're getting the statistics
14 correctly, the primary mission would have been
15 to provide access for a user. Does that help?

16 BRIAN OKONEK: That helps.

17 TOM GEORGE: You're saying that
18 bottom one is pretty much pure access like
19 climbers or campers. The top one may be a
20 mixture of --

21 NANCY BALE: The bottom one is a
22 mixture.

23 BRIAN OKONEK: There may be some
24 scenic flight people in empty seats on the
25 flight going in.

1 SANDRA LOOMIS: The primary
2 purpose was dropoff.

3 TOM GEORGE: Oh, so it's the
4 purpose that's reflected here rather than
5 necessarily the ends. Okay. Thank you.

6 NANCY BALE: And then to get the
7 total number, you would add those two columns?
8 Is that right?

9 MIRIAM VALENTINE: Okay. Sure.
10 You know, what isn't represented here -- in the
11 column that says number of air taxi passengers
12 in the lower table, that's the number of
13 passengers dropped off.

14 We actually have another column
15 that's too confusing of the number of
16 passengers picked up.

17 The map was like so not working
18 that I didn't want to confuse this anymore.

19 TOM GEORGE: You're telling us
20 there are people still out there wandering --

21 MIRIAM VALENTINE: We have a lot
22 of hardy folks.

23 (Chuckles.)

24 MIRIAM VALENTINE: Part of this
25 is reporting requirements. You know what, I

1 will be the first to tell you, it is not a
2 fail-proof system. This should give you a
3 sense of these patterns. What's probably more
4 descriptive for this conversation is on the
5 back page where it's all one table. This is by
6 landing, so this has nothing to do with
7 passengers. For the year 2009 the aircraft
8 landings were occurring to support either
9 scenic flights as the primary mission or air
10 taxi, you know, access. Does that kind of
11 help, Brian?

12 BRIAN OKONEK: Yes.

13 CHARLIE SASSARA: Just so happens
14 that there's a piece of information that I got
15 from John Leonard which -- that supports this
16 data. And it's the number of users on Denali,
17 Foraker, and backcountry users that are
18 registered to climb. And I just did a quick
19 experiment and took 2008, added those numbers
20 and it's close to the 2008 number represented
21 here. So, this is --

22 TOM GEORGE: It's close to the
23 1969 number?

24 CHARLIE SASSARA: Yeah, it's
25 1904 -- is an example here.

1 TOM GEORGE: That's close, I
2 agree.

3 This is just support of
4 information that lets you know -- three of
5 them.

6 MIRIAM VALENTINE: Nice.

7 BRIAN OKONEK: This is just
8 giving us a little bit of an insight as to how
9 many glacier landings are taking place, how
10 many flights are going into the park and
11 performing a glacier landing. Robert?

12 ROBERT GERLACH: This is just
13 landings in the park?

14 BRIAN OKONEK: Yeah. These are
15 just landings.

16 Now, we don't have the numbers on
17 how many -- just flights there were over -- you
18 know, there isn't either out of Talkeetna air
19 taxi businesses or north side, these are the
20 glacier landings.

21 NANCY BALE: This map is from the
22 backcountry plan -- and gives you an idea. Oh,
23 dear, I need to rotate down.

24 And then you -- that gives you
25 all the portals where he's talking about.

1 That's where those landings are.

2 BRIAN OKONEK: I think this is
3 some nice information to have just to know what
4 the trends are, and I think maybe what we might
5 want to think about is asking NPS to just --
6 you know, be able to efficiently gather this
7 information so that we know in the future what
8 the trends continue to be.

9 I don't know exactly how the
10 whole process works for gathering information,
11 how -- you know, what type of information --
12 for example, Susan is giving Park Service, how
13 they tally that each and every day, where all
14 the different landings are taking place and
15 whatnot.

16 I mean, you'll get 2009 and --
17 you know, are we seeing exact figures, or are
18 we seeing something that's close?

19 SUZANNE RUST: I can speak to
20 that. We report, you know, fill out more of a
21 monthly or weekly basis, and we turn those in,
22 and do them as accurately, all air taxis do, as
23 possible.

24 So, there's ways -- there are --
25 there's always human error, but I think that

1 the numbers are close.

2 TOM GEORGE: Another question on
3 this, again, on the access one, the number of
4 scenic passengers on the flight. So, divide
5 that into the passengers, and that's like the
6 average number of passengers per flight. I
7 don't quite understand what that number, like
8 392 for 2009 means.

9 ERIKA BENNETT: That's how many
10 people of those 1724 happened to be scenic
11 passengers and weren't getting off.

12 SANDRA LOOMIS: 1724 is the
13 climbers that were dropped off. 392 were
14 ride-along scenic passengers.

15 TOM GEORGE: You add across there
16 to get the total number of actual people.

17 BRIAN OKONEK: They got back out
18 on a plane and went back the same day they flew
19 in.

20 SANDRA LOOMIS: Brian, just to
21 clarify on the accuracy question. We take the
22 Park Service forms; we set the flight schedule
23 after the day is done; set the passengers right
24 there. We take it off the form. It's exact.
25 Human error, but it's very accurate.

1 Extremely.

2 JOHN LEONARD: And the
3 discrepancy may be this is volunteer
4 registrations, it should probably show that the
5 numbers you're reporting are probably a little
6 higher than what we have.

7 CHARLIE SASSARA: That's 2008.

8 SANDRA LOOMIS: Also, there are
9 Rangers active in -- we report those, we take
10 exactly what's on our schedule. So the Rangers
11 that we drop off would affect those numbers
12 also.

13 BRIAN OKONEK: They're all
14 landing.

15 SUZANNE RUST: Just to add
16 something, we pay -- it's one thing, part of
17 the process, is we report what we do and then
18 we pay according to those numbers, too.

19 MIRIAM VALENTINE: What year was
20 that when you guys started collecting entry
21 fees? Do you recall that, Sandra?

22 SANDRA LOOMIS: Pardon me?

23 SUZANNE RUST: Was it '9- or --

24 MIRIAM VALENTINE: That you
25 started collecting entrance fees?

1 SUZANNE RUST: You mean for --

2 MIRIAM VALENTINE: Glacier
3 landings -- glacier landings. That was like --

4 ERIKA BENNETT: That was like
5 eight years ago.

6 SANDRA LOOMIS: I have to look at
7 files.

8 MR. DENKEWALTER: There are times
9 you can double up, bring up people, drop them
10 off. A lot of times where you're going up
11 empty, picking up people and bringing them out,
12 more glacier landings than what shows on here.

13 SANDRA LOOMIS: No, no they show
14 as landings. They show as landings. A pickup
15 flight is registered.

16 MR. DENKEWALTER: This right
17 here. When you say number of air taxi
18 partners, 1724, but --

19 ERIKA BENNETT: That's
20 passengers, not landings.

21 MR. DENKEWALTER: Okay. Over on
22 the other side, that's landings where you've
23 got people in the airplane or not?

24 PAUL RODERICK: Whether you've
25 got people or not.

1 BRIAN OKONEK: Any other
2 discussion on this? Just so we've got a little
3 bit of an idea of what's taking place now and
4 what the trends will continue to be.

5 SUZANNE RUST: I think one thing
6 we need to look at, if we look at this -- it
7 probably affects the scenic glacier landing
8 passengers most, you see a difference between
9 1999 and 2009, and I think one of the reasons
10 we're seeing a change in those numbers,
11 increase, is with different equipment we're
12 able to land longer. There certainly -- there
13 is an increase in people who are interested in
14 doing that, but it's also the ability with
15 Beavers and Otters to land longer throughout
16 the season. In '09, '06 when we were here,
17 when we started here -- you're seeing from
18 2004ish on, you know, you have Otters and
19 Beavers -- Otters, so it makes a difference,
20 how long they can safely land in those areas.

21 BRIAN OKONEK: Sure. And supply
22 and demand.

23 SUZANNE RUST: It's a combination
24 of those two. It's not going up exponentially.
25 It's a longer season, a combination of the two.

1 MIRIAM VALENTINE: I would agree
2 with you. To really understand what all of
3 these numbers are telling us, there needs to be
4 the behind the scenes. We're used to fly 185s.
5 Now we're flying Beavers. That meet the goal
6 of sustainability in the park, you're taking so
7 many passengers in the flight. To get a true
8 picture of "are we growing or not," we have to
9 look at that piece in connection with the
10 landing piece. I mean, there's so much more
11 that's needed to really tell the story. This
12 was, I think, just like our first -- you know,
13 Brian asked for some raw numbers. We provided
14 raw numbers. It's really up to the council.
15 You would need -- what is it you would like to
16 see could be reflected with this? What's the
17 rest of the story? The accuracy of the
18 numbers, when did we start collecting entrance
19 fees? How has the reporting system changed in
20 any way? All of those are key to have a full
21 understanding of what this is all about.

22 CHARLIE SASSARA: The big piece
23 that isn't represented here, which is the
24 harder one is the flightseeing without a
25 landing which is how that goes alongside that.

1 And I know that the operators are
2 really reticent about sharing those numbers.
3 But how the growth of that industry compares
4 with this is also useful, and it tells the rest
5 of the more complete story.

6 SALLY GIBERT: Do we know in sort
7 of qualitative terms whether or not
8 flightseeing without landing is similarly
9 increasing, or is that the kind of things we
10 don't know?

11 SUZANNE RUST: I don't think we
12 know that. We've had discussions with
13 different operators, and people are very
14 reluctant to come forward --

15 CHARLIE SASSARA: From a -- sort
16 of a global perspective is that we know we've
17 got --

18 SALLY GIBERT: That's what I'm
19 saying, qualitatively.

20 CHARLIE SASSARA: We've got
21 13,000 passengers, flights, glacier landings,
22 is it 60,000 overflight? Is it 50,000? Is it
23 100,000? You know, the guess is that it's
24 something much bigger, but how much bigger, you
25 know?

1 PAUL RODERICK: I'd like to
2 answer that. Operationally, most of us out of
3 Talkeetna, mostly every flight, our numbers
4 would have to be 90 percent glacier landings.
5 If we're just going to throw a number for us,
6 the north side, of course, don't have the
7 concession to land. I don't know -- you know,
8 whether their numbers -- whether they're
9 escalating or not. All the flights are
10 nonglacier. Aero is now doing glacier landings
11 out of the park. I think most of the
12 flights -- it would be hard to pin a number on
13 it -- are out of Talkeetna. A good percentage
14 of them. It would be pretty high.

15 It would be nice, too. We could
16 easily compile numbers here monthly. It would
17 be real interesting to see that data. You
18 would see a spread, especially August and
19 September months when we didn't really used to
20 land. Really past mid-July, now we're
21 spreading those numbers out a lot further.
22 We're sending the reports every two weeks. We
23 could easily compile that data, and it would be
24 nice to see that.

25 MR. DENKEWALTER: Probably 60 to

1 70,000 scenic passengers a year, okay? That's
2 about the right number, and you go around and
3 kind of check and see what's going on, see
4 about how many flights are going, see how many
5 hours, see how many things, you can probably
6 come up with those numbers. If you want to pin
7 it down, who did it, it would be tough to get.
8 That's about what you've got. You're looking
9 at less than 20,000 -- 15,000 land, probably
10 three times that many that don't.

11 CHARLIE SASSARA: Then the sort
12 of break between the north and south is, what,
13 50/50, you think?

14 MR. DENKEWALTER: I can stumble
15 through those numbers again.

16 PAUL RODERICK: I think there --
17 it's going to be safe to say more on the south
18 side.

19 CHARLIE SASSARA: Two thirds of
20 it from the south side?

21 SUZANNE RUST: 60/40.

22 PAUL RODERICK: If we're
23 comparing. We know when we're up there. I'd
24 say it's 60/40, somewhere in there.

25 SUZANNE RUST: That's what I'm

1 wondering. It's kind of hard to get a
2 perspective. If you look at the airplanes --
3 one way to look at things, if you look at how
4 many airplanes are on -- and -- how many
5 airplanes are on this side and how many are on
6 that side, you know, because I know Greg is
7 running -- what does he have, four, five?

8 PAUL RODERICK: Three 206's. And
9 now Denali has probably four Navahos.

10 SUZANNE RUST: He has more than
11 that, Greg does.

12 PAUL RODERICK: No, he doesn't.
13 He has three 206s. That's all he runs
14 commercially. I mean, there's definitely more
15 happening on the south side. In the July
16 month, it would come closer together, then it
17 would spread out on the shoulder seasons.

18 CHARLIE SASSARA: That comment
19 about the season and how you guys adapt to it,
20 I think, is really important, and it would get
21 into your discussion about the best practices.
22 Bring that forward, because one of the things I
23 can't really come to understand is that this is
24 a dynamic process. Not just our process, but
25 what's going on in the marketplace, where

1 people are going and where the operators are
2 changing their aircraft, that -- what a
3 practice is this year may not be suitable for
4 next year. And so when we get to it, I got
5 that point.

6 TIM CUDNEY: No, you're right on.
7 And I can't speak for Greg, but I can speak for
8 Denali Air. Denali Air is going to be at 50
9 percent capacity this year. Aero is going to
10 operate at 50 percent, meaning what we're going
11 to do in our offerings, what we have available.
12 That doesn't mean that that model will change
13 at --

14 SALLY GIBERT: 50 percent that
15 are landing --

16 TIM CUDNEY: Number of aircraft,
17 number of departures. Literally, we've scaled
18 back. So has Denali Air. I can't speak to
19 Greg. Greg has to move his people back and
20 forth. Not all his flights are air tours.
21 Again, I don't want to lose my model or my
22 footprint for pending greater opportunities in
23 the future should the economy rebound.

24 CHARLIE SASSARA: Right.

25 GUY ADEMA: Is that 50 percent

1 off the peak or 50 percent off last year?

2 TIM CUDNEY: Last year we reduced
3 it 50 percent. We're staying with that model
4 this year. I'm offering X number of seats per
5 hour, based on what I offered prior to 2009.
6 2009, 2010 will be darn close.

7 GUY ADEMA: Thanks.

8 BRIAN OKONEK: I think it would
9 be really nice to have a better idea of how
10 many flights are over the park. I mean, the
11 whole reason this whole council was put
12 together was to try to come up with ways to
13 make the sound situation on the ground better
14 match the backcountry plan. And part of that
15 is knowing how many flights are happening. It
16 would be just another part -- to just try to
17 figure out where we're at. We don't know, just
18 listening to the conversation, we don't know if
19 there's 60,000 people flying over the park or
20 50,000 or 75,000. We just --

21 ERIKA BENNETT: People or the
22 flights?

23 BRIAN OKONEK: We want to know
24 the number of flights --

25 SALLY GIBERT: There's a lot of

1 unknowns.

2 ERIKA BENNETT: I can get the
3 number of FAA flight plans that get airplanes
4 over the top of the park from a 747, 737.

5 BRIAN OKONEK: We don't need
6 those. I think for the user on the ground,
7 most of the conflicts are happening with scenic
8 flights going to and from Denali. And around
9 Kenai, whether they're operating out of the
10 park headquarters area or out of Talkeenta.
11 It's not the general aviation flying Anchorage/
12 Fairbanks. It's not the cargo planes flying
13 Anchorage/Fairbanks. It's not so much the jets
14 flying Anchorage/Fairbanks. It's the smaller
15 planes that are relatively low-level compared
16 to everything else over the park. You know,
17 that's where most of the conflicts are
18 occurring.

19 SUZANNE RUST: I think one
20 thing -- I'm thinking of this as you're
21 talking. One of the things that could be
22 helpful and insightful, would be to look at ten
23 years and look at kind of the fleets how
24 they've changed, Denali Air fleet's changed.
25 You're looking both at type of airplane, size

1 of airplane, you know, what's happening with
2 Kantishna Air, who has expanded and how they've
3 expanded. Since we bought K2, the fleet's
4 changed dramatically. I think we might have
5 one or two more airplanes since we purchased
6 the business, but they're all bigger, you know.
7 So the growth of the overflights in numbers,
8 how much -- how much have they changed, I'm not
9 sure. But that may be kind of a good indicator
10 of more, maybe reliable if we were to kind of
11 look -- that's a good way to start, to kind of
12 get a sense of things, I think.

13 Yeah, because if you have, you
14 know, seven small airplanes and you go to nine,
15 but it's -- there are ones, there are more
16 people flying over the park, maybe there aren't
17 that many more overflights. That might be a
18 helpful starting place to give us a historical
19 perspective.

20 BRIAN OKONEK: Certainly the type
21 of aircraft have changed, there's no doubt. A
22 lot of the aircraft being used today are much
23 quieter than aircraft that were being used at
24 one time, you know, predominantly.

25 But it just -- it's hard to come

1 up with suggestions and ideas when we really
2 don't know exactly what we're dealing with. We
3 know that there's some conflicts, and we're
4 trying to figure out some good solutions to
5 help everybody to keep the air taxis in
6 business and to make this situation on the
7 ground better now and in the future.

8 SUZANNE RUST: And it may
9 change -- I do know at one point we did try to
10 gather some of that information, and try to --
11 you know, what was it used for, sanitize it.
12 It was lumped together. There were people not
13 willing to participate.

14 TIM CUDNEY: There isn't like a
15 competitive -- there is a competitive conflict
16 as well.

17 CHARLIE SASSARA: That's the crux
18 of it.

19 TIM CUDNEY: A lot of air
20 operators were willing to do it as long as they
21 were assured, it was kept confidential.

22 BRIAN OKONEK: That's perfectly
23 reasonable.

24 CHARLIE SASSARA: It's you guys
25 deciding how you would want it to be -- what

1 level you could give?

2 TIM CUDNEY: Well, its model is
3 still there, and we're still willing to take
4 the information if the operators are willing to
5 give it for X years, what was it three years --

6 SUZANNE RUST: We were going to
7 try to do increments of two years, going back,
8 what is it?

9 TIM CUDNEY: 2005 --

10 SUZANNE RUST: Was it two years
11 ago, we were going to go back one year, go two
12 years back? Kind of two years, kind of
13 incrementally like, a sampling?

14 SALLY GIBERT: Were there some
15 people willing to do it and not others? And
16 the ones -- if you have partial data, would
17 that be --

18 TIM CUDNEY: I think it needs to
19 be all or nothing.

20 TOM GEORGE: It's got to be
21 everybody. What we want to know here is what's
22 the magnitude of operations and to me the other
23 interesting information is what's the number of
24 people, visitors just like we know what the
25 measure of visitors on the ground are.

1 TIM CUDNEY: I think we all have
2 a pretty good idea of what our fellow operators
3 do. On the other side of that, there's not
4 necessarily trade secrets, but there is some
5 stuff that is proprietary. And like I
6 mentioned at the last meeting, we have done
7 drastic changes on our departures, what we were
8 doing. How do we do the market demand and some
9 of the pressures from the park. I'm reading --
10 this is a grim reminder of kind of like a
11 report card if you think about it.

12 CHARLIE SASSARA: I think -- the
13 offer is you guys have trust in the group, and
14 the process hopefully grows, that you find a
15 way of coming together and bringing the numbers
16 forward, and that as a request even though it's
17 not a command, it's just a request.

18 TIM CUDNEY: Let me throw
19 something out here to the group. Tom and I
20 were talking about it a little bit ago. Under
21 this new -- I'm not going to spread all the
22 trash. But under the potential FAA
23 reauthorization bill that may tax us
24 additionally at a point-to-point flight when we
25 do a landing, a segment being -- this is stuff

1 that we fought years ago which has resurfaced
2 again, resurfaced all over again and we're
3 going through the process again. Segment fee,
4 plus the tax percentage that we all -- that we
5 would have to bear, obviously we pass it on to
6 our customers, but it's out there.

7 In that case, or the case of the
8 new sort of regulation on how we do our
9 business, I would -- you know, because we're
10 paying our glacier landings -- heck, why bother
11 to do the glacier landings? We'll start doing
12 overflights. It's going to turn things around.
13 Certainly, we don't want to do that. Its
14 constantly one thing after another. It's not
15 just us. Everybody that's under 6,000 fixed
16 wing -- whatever, they're also looking at
17 charter operators, too. So it's the cost of
18 trying -- the cost will obviously regulate how
19 we do things.

20 Who knows what the future holds.

21 CHARLIE SASSARA: That's why
22 going back to the practices, that they're
23 temporal.

24 JOHN LEONARD: Does anybody have
25 a handle on the traffic from Anchorage? Some

1 of the events that stick out are Anchorage
2 operators.

3 ERIKA BENNETT: I know all of the
4 flight schools actually bring -- they don't
5 bring students so much as the students will
6 rent the aircraft for the day and bring them up
7 to Talkeenta flying in the park. I can give
8 you some numbers. They're not going to be hard
9 numbers. They don't require their students to
10 necessarily say exactly where they're going,
11 but there are some operators out of Merrill
12 Field and Lake Hood that occasionally wind up
13 up there on a charter.

14 JOHN LEONARD: Vernair kind of
15 sticks out in my mind.

16 ERIKA BENNETT: Vern, yeah, he's
17 actually -- he's not going to be up there much.

18 PHILIP HOOGE: May I make a quick
19 comment? You know, I've heard economic
20 concerns, you know about competition, and also
21 this question about, what's the important unit?
22 I've dealt a lot with having to deal with
23 competitive data and how to do it. One of the
24 focuses that's sometimes helpful is to
25 determine, first, what is a unit in accordance

1 with what you want to have. You mentioned
2 "sanitize it," you know. You know, how can you
3 remove any of those economic concerns out of
4 doing it, you know, by randomly -- it doesn't
5 appear that this problem is one in which
6 knowing, you know, who owns the data, you know,
7 is important to the general description, and so
8 that can be removed from the process, where the
9 data just randomly gets put in. But it also
10 seems to be a question of -- where -- what type
11 of unit, you know, is important -- is the most
12 important? Is it years, or is it number of
13 flights that's going to be the most -- you
14 know, and related to that is where is it that
15 your recommendations might lie such that that
16 these units would be important in measuring
17 that access?

18 SALLY GIBERT: I think that's one
19 of the issues we were grappling with from the
20 beginning. It isn't just numbers, it isn't
21 just flight patterns, it isn't just equipment
22 type. It's kind of a fluctuating, you know,
23 combination of all of the above, and so, you
24 know what I've heard from other meetings, if
25 you focus too much on just raw numbers of

1 numbers of flights all by itself that there's a
2 fear that that may end up becoming a cap or
3 something like that, and that that becomes this
4 nice fixed thing, "we're going to cap
5 everybody." That's got all kinds of issues and
6 ramifications that don't necessarily address
7 the problem as well as other things and create
8 economic hardship for the businesses. The
9 whole, part of the fear of creating these
10 numbers is it's real easy just to jump to that,
11 saying we're going to jump right into that
12 basket and not do anything else. So I'm sort
13 of empathetic for why that is difficult,
14 because it's real easy to do that, and that
15 won't necessarily solve the problem or other
16 things.

17 PHILIP HOOGE: What you bring up
18 is a real good point. Without this kind of
19 process, that's the natural tendency for it to
20 go to, is some form of quantifying or capping.
21 It's directly this type of process which is
22 looking at what can then really help the root
23 problem on the ground.

24 SALLY GIBERT: Yeah, exactly.
25 That's exactly the dilemma.

1 TOM GEORGE: I guess I can't
2 resist making an observation at this point
3 having leafed through now some of the potential
4 scorecards.

5 TIM CUDNEY: Bring it on.

6 TOM GEORGE: Which is, again,
7 some of the people's perceptions here and
8 actually last weekend at the airmen's trade
9 show in Anchorage, annual aviation event where
10 this was a hot topic of discussion in the
11 aviation community. I want to add: People
12 were stopping at the booth to bend my ear and
13 tell me what they thought in no uncertain
14 terms, general input from the users. A former
15 Pack service pilot who commented that he had
16 actually been involved in a helicopter search
17 effort in the Grand Canyon, as they're weaving
18 around looking for this guy, that's now
19 overdue, and you do encounter some people on
20 the ground who, of course are not happy with
21 the helicopter being there. Indicating I think
22 it was the one-finger salute. When they landed
23 and this individual explained, you know, what
24 they were doing and they were looking for this,
25 the attitude changed like that. Again, this

1 gets to your perception of why an aircraft is
2 there has a lot do with whether you are greatly
3 disturbed or, in fact, quite understanding.

4 And so -- again, that, you know,
5 just reading some of these comments, because, I
6 guess I'm one of these where the helicopter
7 circled the caribou and this was probably not a
8 scenic flight, probably did have something to
9 do -- thank God they didn't shoot the animal in
10 front of these people.

11 PHILIP HOOGE: They have in
12 certain circumstances.

13 (Chuckles.)

14 TOM GEORGE: So we at some point,
15 we're not going to get to this today, but at
16 some point I think we do actually have to --
17 again, start working on that issue in parallel
18 with what we're doing, looking at where we can
19 to correct and to think of new and better ways
20 to help educate park users of different flavors
21 as to why, again, they might see airplanes or
22 helicopters in certain areas and at least give
23 them the opportunity to put that in perspective
24 as part of what they're either happy or unhappy
25 about. So we've got our work cut out for us on

1 many fronts here.

2 MIRIAM VALENTINE: Can we add to
3 your working group discussion? John is not
4 going to be here for the afternoon. You asked
5 how we track down how information is gathered
6 from the backcountry units on the north side.
7 More than just the visitor comments, So,
8 John --

9 JOHN LEONARD: Can we take five
10 minutes?

11 (Break.)

12 SALLY GIBERT: Let's do five
13 minutes. I want to make sure there's an
14 opportunity for public comment before lunch.

15 (Break.)

16 JOHN LEONARD: A couple of the
17 things that came up that I was asked to look
18 into: What kind of studies have been done in
19 the past by Rangers in the park, specifically
20 on the north side? Interesting information on
21 that, as well as also: What can we do this
22 year to get realtime information back to
23 operators? I wish I could take credit for the
24 work product. But Jill VanHorn, our wilderness
25 manager, actually had a very good system set

1 up. And they compiled a lot of information to
2 set it up. In the backcountry plan, I'll talk
3 first about what we're going to do this year as
4 far as our sound monitoring and different
5 variations. The April 13th conference call,
6 the park has had the sound monitoring data
7 sheet in the way of collecting information, and
8 though it's been discontinued because it's
9 quite labor-intensive and takes quite a bit of
10 staff to do. I spoke with Jill about it, who
11 oversees the wilderness operation for the
12 entire park, and it came in, that it might be
13 good for the north side to go back and do it as
14 well. We're going to do it on the south side,
15 as I believe I've mentioned to you. It's a lot
16 like what has been suggested. You guys put
17 forward five categories, what the park has been
18 doing to stay consistent with baseline data we
19 had, my intention to report. Basically, the
20 objective of this was -- the objective of this
21 data collection is to inventory aircraft
22 overflights heard during patrol. This will
23 help us explain the amount of overflights that
24 might be encountered by a hiking party in
25 Denali, typical patrol is similar to length and

1 location of hikes. Within the overall sample
2 period of the patrol, it records periods of
3 time you were listening, attentive to aircraft,
4 record each individual period of time when
5 aircraft use was audible. It could include
6 overlapping noise. It's called overflight
7 event. Record number and type of aircraft.
8 Keep track of changing weather conditions
9 during the overall operational period that
10 could influence the aircraft flying. The
11 information we'll be collecting is for each
12 observation period. It's the date; the name;
13 the observer; number of the patrol; what
14 backcountry unit we're in; the start time of
15 the observation period, as well as the end
16 time; cloud cover; winds; precipitation;
17 temperature and flying conditions. Then for
18 each overflying event where we record start
19 time, whether it's plane -- plane, jet, or
20 helicopter and then the rating scale that has
21 been used that we'll use again. Is it faint,
22 barely audible aircraft, might be unheard and
23 difficult to locate visually. 2, is clearly
24 audible above normal background noise with
25 difficulty. 3, is distracting to conversation,

1 completely dominates the soundscape, drowning
2 out the event; and natural sounds of nature.
3 There's the, I guess, usual event that you guys
4 are most interested in. That is outside of
5 that 3 level.

6 My plan for the south side
7 monitoring operations, first patrol that will
8 be collecting this information will be going on
9 the mountain on Saturday, and we should be able
10 to collect this through July 15th. And I
11 speak -- myself or one of the other Rangers
12 speaks with each of the camps whether it's the
13 7000-foot camp, 14,000-foot camp, or
14 17,000-foot camp. We have Rangers there, do it
15 at 8:00 o'clock in the area. We take samples
16 of weather observations. I'll be prompting
17 those Rangers to come forward if they have any
18 unusual events. The rest of the information
19 will come out and be part of the ranger's
20 patrol report. Like I said, it's not -- we're
21 not going down a new road with this. This is
22 something that was unknown to us here on the
23 south side but had been occurring for some time
24 in the early 2000s on the north side. And we
25 would -- the report was put together, in the

1 draft form. I hope we can have something as
2 thorough as this. I don't know -- it's a
3 pretty high target to shoot for, but the
4 results were good, informative. And I don't
5 see why we can't try to duplicate this for the
6 south side this year.

7 I'll talk more with Joe and his
8 plans for doing it on the north side. Like I
9 said, he felt it would be a good time to look
10 at it. It's intensive to carry on every year
11 into eternity. Now there was a baseline. The
12 last time it was done was in 2003. He thought
13 it would be a good time to relook at it again.
14 Like I said, I think on the conference call
15 these are -- when we're on these patrols we
16 record trash, human waste, all sorts of things.
17 It's another thing to report on. It had been
18 collected in the past. Any questions on that?

19 NANCY BALE: So your Rangers are
20 going to have these observation periods where
21 they'll just gather the data you mentioned, but
22 they'll also be in addition capturing these
23 unusual occurrences or seminal events or
24 whatever, and then the everyday listening would
25 go into kind of a longer-term report. But if

1 you had seminal events, would those be more --
2 placed somewhere else or put in the long plan?

3 JOHN LEONARD: My hope, my plan
4 is that on any of these unusual events, it
5 won't be realtime feedback. But if it happened
6 at 5:00 o'clock at night and there wasn't a
7 call made, we'll know about it at 8:00 o'clock
8 the next morning. Joe has already developed
9 the sound monitoring sheet, and it's pretty
10 straightforward and should be pretty easy for
11 the Rangers to collect.

12 CHARLIE SASSARA: Those events
13 that are out -- sort of big deals that you want
14 to report on somebody not doing -- buzzing too
15 low or something, do you have a mechanism to
16 communicate back to the operators -- how would
17 that work?

18 JOHN LEONARD: When I get the
19 information from the field, I'll look into it,
20 and call the operators. You know, there's not
21 a lot of them that happen, so, there's probably
22 not going to be a lot of communication on that
23 particular issue. But where there is, I'll try
24 to get it out shortly thereafter.

25 TOM GEORGE: I'd like to split

1 this into two pieces, again, focusing on the
2 unusual event. So, 8:00 o'clock in the
3 morning, whenever you have your morning check,
4 that's when you would scoop these up for the
5 previous day, and so would you then be the
6 holders of these at the Talkeetna ranger
7 station, if one of us wanted to know -- if you
8 had any reports, we could call you -- what
9 would be the appropriate point of contact, I
10 guess is my question?

11 JOHN LEONARD: I've just created
12 just a simple log sheet to log them. When I
13 take the call, if there is an event, I'll log
14 it, sign off that I called the air taxi and
15 told them about it.

16 TOM GEORGE: I'm thinking, some
17 of these may not be air taxis and other things.
18 That's where I think, you know, getting a log
19 as it sounds like you're doing, also for us to
20 know where -- you know, if we want -- if we get
21 word of something happening, we want to follow
22 up to see what you've got. The question is:
23 Do I call you, or is there --

24 JOHN LEONARD: We have -- every
25 morning we take a weather log, and this will be

1 a separate log.

2 TOM GEORGE: Just apart from
3 that.

4 Now, to the other part of it,
5 because what you're describing sounds to me
6 like an attentive listening exercise which is
7 in one level the inverse of at least what I was
8 looking to get. What I'm thinking of is once a
9 day somebody sits down and just summarizes what
10 they thought they heard that day. I'm not
11 asking people to stop what they're doing and
12 listen and write down every stop, start,
13 whatnot. Those are two very different things.

14 But it sounds like what you're
15 talking about is more of an attentive listening
16 observation period. Again, how long would that
17 be if you're going to do that? Is that at a
18 regular time, or what's the -- what's the
19 thinking on that part of it?

20 JOHN LEONARD: You know, it will
21 all be documented. I don't know that we'll be
22 able to have, I guess for standard events,
23 24-hour coverage from now until July 15th. I
24 think we should have a pretty high capture rate
25 on usual events, when observations are being

1 taken. It's the ranger's responsibility to
2 fill out the form, start time, stop time. It's
3 not going to be just it happened sometime
4 during the day. It's going to be at 2:00
5 o'clock, there was this event. We're listening
6 for four hours today. Our goal is to listen
7 for as much as we can. But the flow of events
8 that happen on the mountain don't always allow
9 for that.

10 TOM GEORGE: Like I say, I
11 certainly -- it's unfortunate I guess if you're
12 not going to be here this afternoon, we have
13 the draft recommendation, which the council
14 needs to talk about and decide whether to act
15 on or not, and we probably would like some of
16 your feedback in that discussion. It's
17 important. I think, at least the thing that we
18 had talked about really was not -- with no
19 intention of trying to get people to stop what
20 they're doing and do some logging exercise, it
21 was more to say, you know, at some time of day
22 to just capture whatever levels of activity
23 categorically. And the two things I think
24 specifically we talked about again are: How
25 many airplanes do you think you heard today?

1 And roughly, again, some category, actually
2 these categories you outlined are just fine.
3 Faint, audible or dominated. In this case, the
4 time of day made a bigger impression. To me,
5 the value that, I, especially since you have
6 people scattered along that route, is to get
7 some sense of geographically through time and
8 space, what's the nature of it, are there some
9 areas that consistently register higher in
10 whatever relative scale versus others to let us
11 know as we're looking at these best practices.

12 Again, have we, in our quest to
13 make one area quieter, have we moved it to some
14 other place? That's the kind of feedback we're
15 looking at to be able to feed these best
16 practices. Are we not solving some problem
17 here and moving it to another place? I think
18 what we talked about in that meeting really is
19 a little different than the attentive-listening
20 exercise that you're describing here, speaking
21 of that feedback.

22 JARED WITHERS: I would say that
23 one of the things -- I'm trying to be
24 consistent. I'm not trying to create, you
25 know, a new study here. Not a study, but a new

1 exercise -- when I thought and looked at, you
2 know, draft recommendations you guys put
3 together with the journal and everything, it
4 didn't seem like we were too far apart. We
5 were trying to get the most objective
6 information. It seems like if we have a
7 download at the end of the day, it becomes a
8 little bit more subjective. It's -- I don't
9 know if the information we're going to get is
10 going to change. You're going to have real
11 data, realtime data hopefully of the events
12 that are happening.

13 Yeah, I don't -- I think it is --
14 it's obviously a little different.

15 TOM GEORGE: It is actually quite
16 different in terms of the -- a snapshot in
17 time, high resolution, versus the subjective.
18 A, in this case, at least from my perspective,
19 it's the subjective, what we really want. We
20 know there aren't going to be data points up
21 and down to really map out anything; so it is
22 more a matter: Do people at your 17,000-foot
23 camp over the ...of the season report kind of
24 higher levels of awareness and number of
25 flights than at some other place? That's the

1 nature of this. Again, this is approximately
2 at one level for what we looked at -- I assume
3 we'll be talking about later what Philip is
4 going to present is really a social study of
5 the visitors as opposed to park staff. So, in
6 my mind, if we can do anything at all on these
7 lines, it's short term to get us some feedback,
8 where maybe longer term scientifically designed
9 studies could be contemplated and figure out
10 whether they're achievable to emphasize what
11 impact --

12 JOHN LEONARD: The subjective is
13 actually pretty easy to get. All the staff has
14 a pretty good baseline. To take the experience
15 issue and compare it to last year, that's easy
16 to do. What we haven't had is more data to
17 support that, and I think this allows for that
18 while at the same time being consistent with
19 the information that's being gathered. We can
20 get that -- that's really the easy part.

21 PHILIP HOOGE: In general, I'd
22 want to think about the recommendations for
23 research, you know, the fact that we'll
24 concentrate a lot on solutions rather than
25 design for development research. But what

1 would be really useful is to focus on what the
2 need is, you know, exactly what you would want,
3 what you want, rather than the methodology,
4 what you need and what you want. How will it
5 be used, you know, exactly what kind of
6 hypothesis you want to be able to test, and
7 then what level of certainty, you know, what
8 level of accuracy would you be satisfied with?
9 You know, and those things probably provide
10 more of a boundary for us to use our
11 professional staff to develop methodologies
12 that then have results that are useful.

13 CHARLIE SASSARA: It's a very,
14 very simple level. It's -- everyone is coming
15 together with their best guess as to what
16 practices that are voluntary to mitigate the
17 impact on the ground, and we want to be able to
18 measure whether or not we were successful for
19 those practices that year and then use that as
20 a feedback to the next year and say, what did
21 we learn? Is that it?

22 TOM GEORGE: Yeah.

23 NANCY BALE: Would the council
24 like to actually, now that Mr. Leonard is here,
25 just do that recommendation, work on that

1 recommendation now?

2 SALLY GIBERT: We're supposed to
3 break at noon, in a couple minutes, so I'm
4 trying to start that --

5 TOM GEORGE: I'd like to go back
6 to one other problem. I need to mention this,
7 on the unusual event part of it. Do you --
8 have you received in the past what this best
9 practices of Year 2 operators are -- you know,
10 are coming up with? In other words, do you
11 have that as a baseline to be -- at least to
12 recognize what those are? I mean, because one
13 part of unusual are things that are clearly
14 outside that domain. So I guess I'm wondering:
15 Do we need to do a better job of getting useful
16 information, or does somebody from an air tour
17 operator have to sit down and kind of walk
18 through what those might be in some form of --

19 JOHN LEONARD: Yeah, I think it's
20 fair to say, I don't have a good definition of
21 what your definition of an unusual event is. I
22 think we probably have an idea that it's
23 outside of this Level 3.

24 TOM GEORGE: Not even so much.
25 Level 3 is a sound distinction. It can also be

1 a place and time. To me it isn't just all
2 about loudness, and that's why I think we need
3 to make sure -- having done a fair amount of
4 work that points to define what at least --
5 where we are today. This concept of best
6 practices makes sure you and your staff have an
7 understanding of what that is. Part of unusual
8 means at least outside of that. And it may --
9 there may be other elements -- we're not trying
10 to bound what the unusual is. I think we need
11 to make sure we're communicating to you what
12 the baseline of defined best practices is just
13 so that you have at least an understanding of
14 what -- that, in part, should set an
15 expectation, and now you can consider things
16 outside that as to whether they qualify for
17 whatever definition of unusual you want to go
18 with.

19 JOHN LEONARD: Yeah, I think, you
20 know, that's something we discussed on the
21 April 13th call. And for the operators to set
22 the level or set the bar of what they want to
23 hear about is a good thing.

24 TOM GEORGE: I guess maybe I can
25 talk to you, others, offline. I want to make

1 sure that we're not missing an opportunity to
2 make sure we at least have given you -- and
3 either on paper or perhaps more, you know, if
4 somebody coming to talk to whoever you want
5 them to talk with about kind of what those
6 practices are, just so that everybody's at
7 least got that as a frame of reference to start
8 with as you then consider, okay. Now what's
9 unusual?

10 CHARLIE SASSARA: If I may, we
11 get to proving best practices here, then one of
12 the things we do would be to communicate that
13 to his crew and that's part of their packet
14 going out in the field.

15 TOM GEORGE: Absolutely.
16 Absolutely. Why I'm asking this is, you know,
17 last fall, after we've been through the first
18 season of best practices we discovered that
19 some parts of the Park Services hadn't been
20 aware that there had been this effort. At
21 least in your domain, we want to make damn sure
22 that you have the benefit of getting into the
23 season. You need to tell us how is the best
24 way for us to communicate that to you.
25 Especially, if you need more words on the

1 situation.

2 JOHN LEONARD: Really, the
3 definition of what the best practices are,
4 what's acceptable to what's outside of the
5 norms. We can put the climber and visitor
6 aspect into that.

7 TOM GEORGE: All right, we'll get
8 with you, I guess.

9 SALLY GIBERT: Sounds like it
10 will be a homework assignment this afternoon.

11 SANDRA LOOMIS: I missed the
12 first part of the report. Is there a mechanism
13 in there to identify the actual tail numbers,
14 color, company, tail number, if possible, to
15 give as much identifying information? If
16 there's one consistent pilot that's busting it,
17 we can track that down as operators. Is there
18 a mechanism in the unusual event particularly?

19 JOHN LEONARD: In the original
20 study that was done on the north side, they
21 weren't always collecting that information, but
22 with the familiarity we have down here with the
23 different aircraft, I think we have a good idea
24 of all the operators that are here
25 consistently, whether it's Denali Air, or

1 somebody down here in Kantishna. We'll try to
2 collect that.

3 SANDRA LOOMIS: Is there a
4 mechanism?

5 PAUL RODERICK: Are they going to
6 have binoculars?

7 JOHN LEONARD: Not routinely. At
8 14 and 17.

9 I can be back. I have a block
10 from 1:30 to 2:30.

11 TOM GEORGE: We can easily delay
12 our discussion of that until later. I think it
13 would be best if you were there. Especially --
14 yeah.

15 SALLY GIBERT: I think that would
16 be helpful. You don't have to rush. We'll
17 have a lot of time to deal with it. Yeah.

18 TOM GEORGE: I think we need to
19 hear all the other park reports.

20 SALLY GIBERT: You don't have to
21 rush back. We have plenty to talk about before
22 we get to that.

23 JOHN LEONARD: Any questions on
24 that? A definition would be helpful.

25 TOM GEORGE: Okay, thanks.

1 JOHN LEONARD: I appreciate it.

2 SALLY GIBERT: Thank you. Right
3 now it's noon. I wanted to do a little public
4 opportunity. Is there anybody that's not going
5 to be around this afternoon that has something
6 burning they want to present to us that won't
7 be coming back?

8 Okay. So that's not a problem
9 then. Okay. We'll pick it up at 1:00 o'clock.

10 (Lunch break.)

11 MIRIAM VALENTINE: Okay. We're
12 going to get started.

13 SALLY GIBERT: Okay. We actually
14 have one more member report. I'm going to give
15 it in absentia for Jim Edwards.

16 If you recall back in December we
17 kind of created the next steps, and one thing
18 he was going to do was he was doing a report on
19 safety. He was concerned that we were spending
20 so much time dealing with noise that we were
21 perhaps overlooking our safety mission. So he
22 wanted to take it upon himself to comb through
23 FAA files and documents to see if there's
24 anything we're missing on safety. The answer
25 is basically, no. I'll pass this out, and I'll

1 just read this. Copies can go around.

2 Okay. You may report to the
3 group that I have not found any significant
4 accident trends. I thought it would be a
5 rather simple task to research. The good news,
6 however, is that they don't need to be typical.
7 Commercial operators have not generated
8 accidents in recent years. These operators
9 have a large investment in equipment and need a
10 good reputation to continue attracting
11 business. He searched for higher-risk
12 operations such as the animal control flight
13 last year. Such accidents have been very rare.

14 I attribute this to two things.
15 First, the pilots engaged in these operations
16 recognize the risk and take steps to mitigate
17 it. Second, there is a low volume of these
18 operations both in relative and absolute terms.
19 Third, even amateur pilots coming up from the
20 Lower 48 and sightseeing over the park have not
21 had any significant volume of accidents. There
22 is a relatively low volume of such flights, but
23 they do increase the risk somewhat in the
24 summer months, especially, along the eastern
25 edge of the park.

1 My conclusion is that the only
2 flight safety issue that need concern this
3 group is to ensure we don't create any
4 unintended safety risks as we recommend noise
5 reduction measures.

6 Miriam, are you ready to do the
7 connection things?

8 MIRIAM VALENTINE: I am, but
9 Steve Hanson was invited as the airport manager
10 to come and share with the group at Tom's
11 request.

12 TOM GEORGE: Again, did you bring
13 up some local operations issues?

14 BRIAN OKONEK: Yeah. What is
15 that noise?

16 SUZANNE RUST: That's
17 distracting.

18 ROBERT GERLACH: Shall we lodge a
19 complaint here?

20 SALLY GIBERT: Is there someone
21 here that is going to talk to us?

22 TIM CUDNEY: Trash compactor.

23 TOM GEORGE: It all depends on
24 the context.

25 SALLY GIBERT: Is there somebody

1 here that was going to try to present to us
2 now?

3 BRIAN OKONEK: On the local
4 issues?

5 MR. DENKEWALTER: Yes, local --

6 BRIAN OKONEK: Well, I could
7 present you the -- several instances that
8 happened that people have mentioned recently if
9 you wanted to do that now. If you wanted some
10 information on traffic patterns, Steve could
11 give that to you. Steve Hanson is right over
12 here.

13 SALLY GIBERT: Okay. That's what
14 I was thinking.

15 So, if you would like to -- if
16 you have something you would like to say, come
17 on up.

18 SUZANNE RUST: Would it be better
19 to hear what Brian has to say about local
20 things, and then --

21 TOM GEORGE: Yeah, if you've got
22 some complaints, I think you need to get them
23 on the table.

24 SALLY GIBERT: Why don't you go
25 first?

1 BRIAN OKONEK: The first one is a
2 letter that was written by Beth Pike. She
3 lives three miles up the railroad tracks
4 between the railroad tracks and the Susitna
5 River, and she sent a letter -- you want me to
6 read this out loud?

7 ERIKA BENNETT: We've all got it.

8 BRIAN OKONEK: Okay. You've all
9 got it. I wrote back and I said, yes, the
10 Overflights Council does address flights that
11 are going to Denali National Park for scenic
12 flights or practice or whatever the course may
13 be. And she wrote back to me and said thank
14 you for your concern. I would greatly
15 appreciate any help I can get with resolving
16 this issue. I live in an agricultural site
17 about three-and-a-half miles north of town,
18 just south of Kevin and Peg Foster. And then
19 she gives me the coordinates, Range 26 -- Range
20 5 west, Section 11, Lot 2A. Log home with a
21 blue roof next to the Susitna River with
22 several out buildings. I'm quite sure the
23 flight services know where I live. I have been
24 trying to get them to quit overflying and/or
25 flying so close to our property for several

1 years. As I mentioned, several pilots are
2 considerate and avoid our area, especially
3 Talkeetna Aero and I believe K2 has made a real
4 effort, sometimes, especially, during the busy
5 summer they fly over our area. There's a vast
6 amount of land over Wiggle Creek Swamp, Eastern
7 River and Western Pacific River to the Parks
8 Highway that is vacant, no houses or
9 possibility of future houses. If they could
10 fly over that without invading our privacy or
11 ruining the soundscape as much, we would still
12 be able to hear them some, but it wouldn't be
13 so loud.

14 I would greatly appreciate it if
15 you could persuade the flight service to fly
16 over the vast amount of available vacant land
17 on their numerous trips to the mountain. I
18 understand the designated flight path is close
19 or close to over the corner of the property.
20 The planes rarely fly in that. Possibly the
21 transponder or whatever designates the flight
22 path on the Parks Highway, could be moved to go
23 over the vacant land. I was thinking of going
24 to your meeting at the lodge, but must take
25 someone to the airport that day so couldn't get

1 there until about 2:00 to 3:00 p.m., would the
2 overflights committee meeting still be in
3 session, and so she hopes to get here later
4 today. She notes the overflights meeting will
5 still be in session until 5:00. Those are her
6 concerns. She's wondering if there's a way
7 that operators could depart and approach
8 Talkeetna without overflying her house and
9 there's also several other houses along that
10 stretch of the Susitna River between the
11 railroad tracks and the river itself.

12 SALLY GIBERT: I've got a
13 question. The designated flight path and
14 transponder, is that related to ingress or
15 egress to the airport itself, or is that
16 related to Anchorage/Fairbanks traffic?

17 BRIAN OKONEK: She's referring to
18 the Talkeetna traffic.

19 SUZANNE RUST: One thing, on a
20 flight the other day, Tom was with us -- Eric,
21 you had something?

22 MR. DENKEWALTER: I have it on
23 here.

24 SUZANNE RUST: If we're going to
25 address this -- Eric -- so, one of the things

1 we've done is we've actually marked out where
2 her property is, and we have a pattern to try
3 to avoid her property and have actively done
4 that, and actively trained on that, and I know
5 the other air services do, as well. I can tell
6 you --

7 BRIAN OKONEK: And I think --
8 that's fantastic. I think what happens is
9 possibly that not all pilots get the message.
10 Not that they haven't heard the message from
11 you, but they don't necessarily really
12 understand the repercussions. And as the
13 season goes on, maybe the message isn't given
14 often enough to remind pilots. It's -- it's
15 just the sort of thing that would be easy to go
16 around, but it's also easy to not go around.

17 SUZANNE RUST: I can say we spent
18 a lot of time on it. I would say that Eric,
19 Paul, Randy, and I -- we spent, what is it? We
20 had a safety meeting this spring, and we spent
21 time actually talking about this and then
22 talking about how, you know, we're going to
23 train our staff, and --

24 MR. DENKEWALTER: Here's the
25 airport right here.

1 SUZANNE RUST: There's weather,
2 other factors, separation. There are a number
3 of different factors that she may not always
4 understand what's happening that can affect.
5 But, the thing is, I feel like we're really
6 making an effort, and I wouldn't say -- it's a
7 little discouraging, because we are making a
8 real effort; and, you know, where her house is.
9 We point to it. And we're -- Tom, how far do
10 you think we were? Two or three miles --

11 TOM GEORGE: Offset from it? We
12 were at least a mile or more.

13 SUZANNE RUST: We are also trying
14 to get in the flight pattern, and we are at
15 pattern, we're descending at pattern, we're not
16 at any below pattern altitude.

17 MR. DENKEWALTER: So if you came
18 in from the north, you get Chase Pits and call
19 it, staying just east of the railroad tracks.
20 At this point you decide if you're going to
21 land on Runway 18 or enter downwind for 36 and
22 land this way. The runway's right in here
23 (indicating). You come in from Highway Camp,
24 you come down here, and wait until the last
25 minute, then turn and then enter 18. I think

1 what happens is people go straight like this to
2 downwind, and that's who's flying over there
3 instead of staying -- aiming for the railroad
4 bridge and then at the last minute turning and
5 so if -- if you go a straight line from here to
6 final, you're going to fly over her house.
7 That's what's happening.

8 STEVE HANSON: Eric, why would
9 people fly to Highway Camp to come in if
10 they're using 18, instead of using Chase Pit?

11 MR. DENKEWALTER: They're coming
12 from over here somewhere.

13 ERIKA BENNETT: They're coming
14 from base camp.

15 MR. DENKEWALTER: Yes, they're
16 coming from base camp, which is this area here
17 (indicating). We're funneling everybody in at
18 this point and doing that. You know, could
19 they cross over here and do it? You know, that
20 could be suggested. It's not that hard to miss
21 her house. I don't know what the thing is.
22 We've got -- just kind of a matter of condition
23 of employment is the way I put it.

24 TOM GEORGE: Eric, the lines
25 you're showing us, is this some adopted set of

1 approaches that the whole air taxi community is
2 using?

3 SUZANNE RUST: We had -- we've
4 had this discussion before, and we've agreed
5 that this is what we are doing.

6 TOM GEORGE: Steve, are you
7 familiar with these routes that they're showing
8 you right there?

9 STEVE HANSON: Yes, yes, yes.

10 MR. DENKEWALTER: If you're
11 coming in on the Talkeenta radio here, flight
12 service station, when he hears 30 Charlie,
13 Charlie, Chase Pits with bravo and traffic,
14 that means I have the winds and I know all the
15 other traffic and all that. I have the other
16 traffic. He reports I'm inbound from here.
17 This makes it simple for people to come in this
18 area and kind of fall in line, the same with
19 coming to Highway Camp at the same time. If he
20 enters on the south, he's entering downwind
21 down here or extended final. He's the VOR. We
22 were talking about taking off and not turning
23 until you got here until you were going to head
24 out to any of the areas.

25 TOM GEORGE: You kind of have an

1 extended downwind or --

2 MR. DENKEWALTER: Extended
3 departure.

4 TOM GEORGE: Base leg is further
5 down from town.

6 MR. DENKEWALTER: It's possible,
7 planes taking off from D6 if they're heading
8 from the mountain. If they start to turn
9 early, they can end up in this area here. What
10 we're saying to departing traffic is, is that
11 this corridor between Chase Pits and here,
12 between 1500 feet and 2,000 is owned by the
13 arriving traffic, okay? Okay. They own it.
14 So in 2000, actually 1300 feet -- so at some
15 point in here, Chase Pits 2,000, start your
16 descent, Highway Camp 2,000 and start your
17 descent. You can go anywhere you want. Just
18 make sure that you yield to the incoming
19 traffic. If they go out to 1,000 feet and
20 cross, they can do that. Is they go to 2500
21 feet and cross they can do that. It's the same
22 way going the other way. It's not much of a
23 problem here. Same thing. Avoid this corridor
24 through here. You can imagine looking from a
25 side view, goes from 2,000 feet to 1300 feet.

1 It's pretty easy to avoid.

2 BRIAN OKONEK: And the Wiggle
3 Creek Swamp she's talking about is the swamps
4 just to the east of the railroad tracks. This
5 is the wintertime picture.

6 TOM GEORGE: Kind of from a
7 procedural standpoint, I guess I want to see if
8 we can make sure we've got the right players
9 involved in this. I don't believe this is
10 really a Parks Service issue; and, in fact,
11 conventionally, you know, again it's airport
12 management that establishes in conjunction with
13 the FAA, the patterns that are used. And if
14 there are any special noise abatement
15 procedures that are required, they would be the
16 center of that focus.

17 The other entity, though, that
18 needs to be involved, because, of course, the
19 airport in terms of there's patterns and then
20 there's controlling the land. The airport only
21 has a relatively small amount of land around
22 the airport. This is a federally obligated
23 airport, which means that a sponsor has
24 accepted money from the federal government to
25 build this airport. The sponsor in this case

1 being the state of Alaska. The sponsor accepts
2 money to the tune of \$23 million to build an
3 airport. You sign on the dotted line saying
4 you'll do certain things, operate the airport.
5 Safety, one of them. She says she's not in the
6 traffic pattern. This is more of a compatible
7 around the airport issue. As far as I can
8 determine, that would be the Mat-Su Borough is
9 the municipal entity that is the land-use
10 planner. I think Mat-Su Borough needs to get
11 involved in this. We're focusing on one
12 individual. Are there other individuals out
13 there? We need to take a comprehensive look at
14 things like that and make sure that, again, we
15 aren't displacing one person's -- a problem for
16 one person into some other place. Those are
17 the two entities for Brian for people working
18 this issue that we need to get corralled and
19 the FAA is another element.

20 As soon as, and if procedures
21 like this are established, now -- because the
22 other question is, you guys are right here in
23 your training form, I'm a GA pilot from far
24 away. I have no idea about this pattern. So,
25 the results of projects like this need to be

1 communicated out. That's where, obviously, my
2 organization would help communicate that to the
3 world once it's established. But the place to
4 start, again, is with airport management and
5 the responsible municipal entity to look at the
6 land use -- compatible land-use issue that goes
7 along with this.

8 MIRIAM VALENTINE: So, let me
9 just share a thought in this. There have been
10 people who have talked about this wasn't a
11 problem ten years ago when we didn't have the
12 volume of use on the strip here, the volume of
13 use going to the park. There's that linkage to
14 the park as an attraction.

15 But so now that we are at the
16 level of use -- so, if Beth Pike bought her
17 home ten years ago, it wasn't a big deal. She
18 may have gotten flown over two or three times.

19 MR. DENKEWALTER: That's not what
20 happens. Before you go any further, here's
21 what happened. This traffic pattern used to be
22 over here. Used to be left-hand traffic to go
23 to 180. Okay? It didn't work. There's
24 conflicting traffic with the lake here and
25 everything else. We said to the Borough,

1 State, and everybody: We want right-hand
2 traffic from 18. When you had left-hand
3 traffic, you went from Highway Camp directly
4 overhead town, left downwind to land. If you
5 look at that traffic line, it was clearly not
6 on Beth Pike's house. As soon as we changed it
7 to right-hand traffic to 18, people started
8 cutting the corner here and entering. So same
9 amount of airplanes, whole different traffic
10 patterns. We did it to avoid the conflict we
11 had over here on the lake.

12 MIRIAM VALENTINE: So the pattern
13 was changed for a safety concern?

14 MR. DENKEWALTER: And for the
15 fact that we were flying right over town on
16 every arrival. People were coming right over
17 the top of town to a teardrop entry into the
18 pattern here. So the old one, comes right over
19 the top of town, get over here, turn like this,
20 come in and land. And so by flying over town
21 nonstop it was driving people in town crazy.

22 MIRIAM VALENTINE: My question,
23 then to the operators who are adjusting traffic
24 patterns: Is it easier to mitigate on a case
25 by case? You mentioned two people today that

1 you have, like are in your radar screen of
2 avoiding their residences. So, how does that
3 work for you?

4 SUZANNE RUST: I think there are
5 a couple issues. Tom has brought up something
6 really valuable. It really is a bigger issue.
7 It's probably not an issue that I think is
8 appropriate for what we're doing here.

9 Having said that, I think that I
10 feel strongly that we, the southside operators
11 have worked very hard to work on this issue,
12 and to be accommodating and to try to
13 communicate. That's at least conceptually what
14 I feel.

15 So the question is -- the
16 question that you ask is truly valuable because
17 we -- when we're working kind of the way we
18 are, is -- we -- okay. We know where Beth
19 Pike's house is; we know where Kevin and Peg
20 Foster's house is; we know where certain places
21 are. We mark those out and train to those.
22 Then we can have unintended consequences by not
23 having a better plan and working with the
24 airport in knowing where the -- you know, who
25 is out there and more of a comprehensive plan.

1 We're doing something and we think it's
2 working, but it may be not working for other
3 people. We're not -- so, I think the idea of
4 really working with Mat-Su Borough and working
5 with the airport is really wise.

6 ROBERT GERLACH: Just when -- I
7 don't mean to interrupt. I'd like to have a
8 chance to say something when there's an opening
9 available.

10 TOM GEORGE: With this -- with
11 this group, take your opening when you have a
12 chance.

13 SALLY GIBERT: This is kind of --
14 sort of a semi public input conference. It's
15 an outside influence.

16 ROBERT GERLACH: It would be the
17 appropriate time. I find -- I live right next
18 to someone who has done a lot of work on trying
19 to mitigate the noise effects in downtown, and
20 it's noisy. I don't think there's a lot of
21 places that would put up with the volume of
22 noise that we put up with here from a lot of
23 different sources. I'm sure -- I'm glad to see
24 a few operators here so I can say it. I think
25 one of the biggest problems around here is not

1 the pilots not following procedures that are
2 set out, and that is one of them is climbing
3 out to the -- waiting for your turn to the west
4 before you get to the VOR. So many operators,
5 so many aircraft. I live downtown, and they'll
6 take off and they'll turn right here and climb
7 up right here next to town. They're in a high
8 noise mode and they don't go far enough away
9 from town, and it is annoying. I like
10 aircraft. I'm a pilot, but it just -- takeoff,
11 after takeoff, after takeoff, right at the high
12 noise level, people don't -- the pilots
13 don't -- they get sloppy. If there's some
14 effort in the spring put into getting them to
15 fly farther out, then during the summer they
16 move closer and closer. You see what airplanes
17 it is. I often turn on my scanner and you know
18 what pilots are there. I've talked to some
19 guys myself, and you know which ones are going
20 to be receptive. You say, "hey, go farther
21 out"; and which ones aren't. And also
22 altitude, the pattern altitude. The state
23 airport is about 1350 feet AGL, and when an
24 aircraft comes in it's rare that anyone is at
25 pattern altitude. Also, in the supplement,

1 there is a page, it's not mandatory, but it's
2 got a picture of the airport, and looks like
3 this, has got a big thing that says avoid
4 overflight of downtown Talkeenta. That is not
5 complied with either. And, really, there is a
6 lot of noise. This is a very noisy town, and I
7 would like to see -- I really like Eric's term,
8 "condition of employment," applied to the
9 pilots voluntarily trying to comply with those
10 procedures set forth to mitigate some of the
11 noise in the town, and that would be -- I
12 really like to see that emphasized because many
13 of the pilots are not locals here. They come
14 up in the summer, and they don't live here.
15 And I really think a lot of them could care
16 less whether they're, you know -- what the
17 noise is, and I think there's also some impetus
18 for them to make that turn so they can show the
19 people the town as they're departing so people
20 can see the town. So, I would like -- I would
21 like to see them following -- waiting until
22 they get into the air to make the turn and
23 getting across the river before they turn back,
24 they climb to the northwest. And, also, I find
25 that a lot of traffic does not come down as far

1 as Bohey and Pike's place there. I see the
2 flights come in. They're almost not on the
3 pattern, neither here nor there. They're like
4 a straight-end final, and they do come down
5 Wiggle Creek there. A lot of aircraft, you
6 know, comes from Chase Pit out of 45, do about
7 a three-, four-mile final into 18, which is a
8 prevailing landing during the summer.

9 MR. DENKEWALTER: One of the
10 problems with that is that if you're out here,
11 some of this coming in here. We're trying to
12 figure out here, at what point who has got the
13 right-of-way, a guy on four-mile final or right
14 base here. We try to tell people to try to
15 stick to this pattern coming in there so we
16 have some flow here, and it isn't -- there's
17 been those conflicts in the past.
18 Unfortunately, like I said, if guys are coming
19 in, crossing here, and you're coming down here
20 or you're doing this, how is that supposed to
21 work?

22 A SPEAKER: I think it's pretty
23 familiar who has the right-of-way. There's
24 been several enforcement actions like at
25 Kotzebue, where even larger aircraft were on

1 final. There was a conflict and people on the
2 long final received suspensions for conflicting
3 with the aircraft that was in the pattern. So
4 I think that's pretty clear who has got the
5 right-of-way. I actually think that's a better
6 way to get them to come in, because it impacts
7 the town less on the noise by, you know, making
8 a longer final rather than turning right there
9 on, you know, at the railroad bridge.

10 MR. DENKEWALTER: Well, I want
11 you to understand, if they're going to go on 18
12 or whatnot, you aim for the railroad bridge,
13 okay. You aim for that. If you were going to
14 do it, you'd come here and then over. If
15 you're coming down here, you wouldn't enter
16 them on a downwind on here. I'm just saying
17 that was a target aim point for people. That
18 doesn't mean that everybody flies over the
19 railroad bridge.

20 SALLY GIBERT: I've got a
21 question. Is this pattern -- is this something
22 that's enforceable, or is this voluntary or
23 where does this come from and how does it get
24 out to pilots?

25 TOM GEORGE: Is there anything

1 like that in the Alaska supplement today?

2 MR. DENKEWALTER: There is.

3 TOM GEORGE: That includes these
4 things?

5 ERIKA BENNETT: This particular?

6 No. There is a recommended traffic pattern and
7 then there is a specialized supplemental
8 traffic pattern for Talkeenta in pictorial.
9 Yeah, right there. Yeah.

10 TOM GEORGE: Can you send it
11 around here?

12 MR. DENKEWALTER: I'll pass it
13 around.

14 TOM GEORGE: The first thing is
15 to get whatever specialized pattern to
16 deconflict. I stress, that would be downhill.
17 You need to be the person that is the center of
18 that discussion, because, I mean these guys are
19 high-volume operators. There's other parts of
20 the community that aren't high-volume, then
21 those of us that come from far away that don't
22 know about this situation. But I think you've
23 got to get the Borough involved in this because
24 you are actually having -- where you put that,
25 especially outside the immediate confines of

1 the runway is going to have an impact on land
2 use; and so, you know, the appropriate thing is
3 that the Borough needs to be doing whatever it
4 needs to do. Once you decide what that route
5 is, including them, they're doing things to
6 protect that. We're not here three or four
7 years down the road with new people moving in
8 with the new pattern and having the same
9 discussion all over again. This is what closes
10 airports in the Lower 48 states. It's a
11 function of the population. Guess what the
12 population is doing? So that's the process
13 that needs to go forward.

14 Then there's the pushing it out.
15 This should be on signs, posted very publicly,
16 especially for us transit types, flight
17 service, and other places. You get the
18 organizations together like Alaska Airlines,
19 myself, to put out some e-bulletins and make
20 sure we have it in various places on-line. We
21 shouldn't be doing that until it's been worked
22 out locally and you've got all the support from
23 all the stakeholders to do that.

24 ROBERT GERLACH: I just think
25 that the -- that one eight departure is

1 something that could just be as easily dealt
2 with by the air taxis. I'm sure they put some
3 effort into it. I would like to see it --
4 because that's the noisiest phase of the flight
5 is the takeoff and that turn up parallelling --
6 parallelling town. It'd really improve the
7 noise environment out of here in town if they
8 would take off to the VOR for the turnout and
9 cross the river before turning to the
10 northwest.

11 TOM GEORGE: It does show that in
12 this pattern. We've got the first step of
13 that.

14 CHARLIE SASSARA: One of the
15 things that seems useful for the broader
16 discussion is that there is -- here's a really
17 good example of something that the air taxi
18 operators already knew about, that you guys are
19 taking active action to correct, and still is a
20 problem, which means -- during the season you
21 get that creep in and with the way people
22 operate and maybe a little lazier or maybe a
23 little looser. So, if this is a really tightly
24 understood and -- not regulated, but little
25 problem, when we take the same sort of

1 operating principles and put them out in, you
2 know 100 miles away, it's going to mean that we
3 have -- that the operators have to be even more
4 diligent in getting their pilots to follow
5 those recommendations. Because it won't -- we
6 can talk about it, but if they don't follow
7 through. How do we ensure that they do that?
8 You know. There's some --

9 TOM GEORGE: Well, we just talked
10 this morning about the feedback process to the
11 Parks Service to address exactly that.

12 CHARLIE SASSARA: That's a piece.
13 It's just illustrative of -- that it's still
14 going to be tough to -- and I'm just asking
15 that there's some -- how, but that they would
16 be more -- how could you be more diligent? I
17 don't know.

18 SUZANNE RUST: I think it makes a
19 real big -- it makes a difference, at least it
20 has for our pilots and staff when we talk about
21 the overall big picture. I've shared with them
22 what we're doing here, because I don't know
23 that they always see the perspective. I mean,
24 it's hard -- this group coming together, we've
25 spent time together now, and we can now see the

1 issues from a -- you know, from a broader
2 perspective. So, talking to and giving
3 reasons, you know. And telling them about what
4 we're doing. I think that that provides --
5 that starts the education process, and also
6 starts broadening the perspective about they're
7 a key player in this. I think that's really
8 valuable.

9 SANDRA LOOMIS: On Suzanne's note
10 and about as far as training and pilots don't
11 always have this perspective of coming to the
12 meetings and understanding what's going on
13 here, I said to Robert and Brian when we talked
14 about it earlier: It would be helpful to have
15 someone local like that to come to our initial
16 pilot training and talk about their experiences
17 over the years and how changing the flight
18 patterns made a difference to people in town.
19 Having the personal, not from me or the chief
20 pilot and saying: Here's another thing of all
21 the millions of things on checklists that we go
22 over. I think Robert as a pilot coming in
23 would have an impact on the pilots.

24 ROBERT GERLACH: I don't usually
25 hear about when the training is. I mean, I

1 don't usually make the K2 barbecue. It's the
2 week after by the time I hear about that kind
3 of stuff --

4 SANDRA LOOMIS: That would be for
5 the future; that would be great. Very
6 valuable.

7 TOM GEORGE: Not to put Steve on
8 the spot, this is an airport management
9 function to help disseminate and get the word
10 out. If somebody is not pulling some of these
11 practices and it isn't an FAA violation, again,
12 it's an airport manager problem. In my field,
13 the airport manager calls people all the time
14 if they're causing problems and lets them know.

15 SANDRA LOOMIS: Communication is
16 important.

17 TOM GEORGE: These are airport
18 management functions. We'll talk to Steve. He
19 has some challenges as to how his department
20 views airport management. This is routine
21 airport management to be the clearinghouse. So
22 it isn't that the individual user and the
23 people having problems would have to go knock
24 on every individual door to get a resolution.
25 We need to focus here, and the Borough again,

1 the things you do with the airport, don't match
2 the community land use. This is a ticking time
3 bomb. You satisfy one person's problem,
4 somebody moves in. There you go again. If the
5 land-use piece isn't handled with it, frankly,
6 everybody is wasting their time. That's the
7 other stakeholder that needs to be brought to
8 the table to work on this kind of issue.

9 STEVE HANSON: As far as the Park
10 Services, especially 18. The operators do a
11 pretty good job. As the season goes on, they
12 do cut it short. They'll start turning right
13 heading pretty close to the river. I think
14 it's probably long hours, you know, flying
15 every day; and, just all of a sudden, they're
16 not thinking about it. Maybe just a general
17 reminder with the meetings that they have with
18 the operators and the pilots have just a
19 reminder, make sure that we turn down the
20 proper distance from town and mitigate that
21 noise problem.

22 Another thing we try to do with
23 the traffic pattern is we try to separate the
24 helicopters from the fixed wing, especially
25 when we had Era here, and a few others trying

1 to operate here. We were kind of concerned
2 about that. We wanted to keep the helicopters
3 out of town definitely, because they're noisy
4 no matter what, whether they're in the pattern
5 or out.

6 We're trying to keep them on the
7 east side, to keep the noise down from public
8 and town. So, I think that's worked pretty
9 well.

10 We get these pilots, just like
11 you're talking about the wrong traffic pattern.
12 You get a guy who comes in; he's not on the
13 radio; he's not getting the information,
14 airport information, on the radio; he doesn't
15 know the traffic, winds, comes in and lands the
16 wrong way. Flight service, they're doing the
17 flight service thing. They aren't going to
18 enforce it.

19 TOM GEORGE: They can help, too.
20 They're part of it as well. They're going to
21 take their cue from you since you're the
22 airport guy.

23 STEVE HANSON: Yeah. So as far
24 as even like the Chinooks, Black Hawks, a lot
25 of those guys are new pilots too, haven't been

1 to Talkeenta before. They might hang to the
2 west side of the runway, which is bringing them
3 into town. I'm trying to get those guys to
4 operate on the east side, just to mitigate the
5 noise and just to keep things down. I know
6 there's been some issues with the Chinooks and
7 all that, and I know there was an incident I
8 heard about. We had talked to the pilots about
9 it, and they just don't see how it was possible
10 for, you know, a situation to happen like what
11 happened, but these guys need to be aware of
12 it, and maybe find out ways to not have the
13 situation. But it's awful hard so close to
14 town. You've got an airport so close to town.
15 You're not going to make everybody happy.
16 That's for sure. You move over, pretty soon
17 you're flying over somebody else's house.

18 BRIAN OKONEK: That was the other
19 incident I was going to mention is this
20 situation Steve is talking about. The Army is
21 an integral part of putting in Parks Services
22 facilities on the mountain, putting in base
23 camp, putting in their camp at 14,000. And
24 also the mountain gives the Army an excellent
25 place to train for high-altitude training.

1 It's a very good relationship between the NPS
2 and the U.S. Army, and they've done a fantastic
3 job. When they do have the helicopter crews in
4 town, it can be a noisy period for downtown but
5 for outlying cabins, you have the Chinooks
6 flying back and forth between the mountain in
7 town on a regular basis for several-week
8 periods. Then what happened here recently was
9 eight helicopters came in in a row, one right
10 after the other, low level right over a guy's
11 house. Ed's house is right on the approach to
12 the airport, but they were right over the top
13 of his house. They could have moved off to the
14 west side a bit and made the situation much
15 better. They broke out a window. That's how
16 noisy it was. And he's pretty tolerant. He's
17 lived under the end of the airport for a long,
18 long time, but he said this was just totally
19 intolerable, it was just -- it was just too
20 much. Eight big helicopters right after the
21 other.

22 And they were sling-loading out
23 of town, too, right over his house. That
24 really upset him. Sling loads have been lost
25 in the past.

1 TOM GEORGE: How close to the
2 airport is this?

3 BRIAN OKONEK: Put that back up.
4 Right on the approach to the south end of the
5 airport.

6 TIM CUDNEY: Is there any
7 coordination with the Army as far as what's
8 going on, you know on their efforts as far as
9 stuff like this?

10 BRIAN OKONEK: I talked to John
11 Leonard about this. He says what happened when
12 the crews first get into town, they get
13 together, really good briefing. They tell them
14 about local situations and whatnot, flight
15 patterns. As trainings go on, the information
16 doesn't get passed on well enough. Parks
17 Service doesn't sit down with each new crew.
18 They leave that to the commander to pass on.
19 And so the crews by the end of the training
20 period, they had not been personally given a
21 briefing by Parks Service. They have no idea
22 about, you know, Ed living right there at the
23 end of the airport, and they were just making
24 the standard approach into the airport, so they
25 thought, right on top of the guy's house.

1 SALLY GIBERT: Is that something
2 if Scott were here, he could help troubleshoot
3 some solutions to that?

4 TIM CUDNEY: It would be a joint
5 thing between the Park Services and the
6 military. Absolutely.

7 STEVE HANSON: They're really
8 good about calling up and getting the airport
9 manager's approval to come in, but we aren't
10 always there. They'll come in no matter what.
11 Something like that would be a good avenue for
12 information to get out to these guys. We can
13 make up some kind of a flier and show them. A
14 lot of them are familiar with the airport.

15 BRIAN OKONEK: First time here,
16 they come down from Wainwright. They've never
17 been here before. If they know what the
18 problem is, what the recommended approach and
19 stuff is, they're going to play by the rules.
20 It's getting the information to them.

21 SALLY GIBERT: Making sure the
22 training is refreshed as new people come in.

23 CHARLIE SASSARA: This seems like
24 this will be a theme that we'll figure out
25 which is the dilution of information through

1 the season and as time goes on. We have a high
2 amount of understanding right here and as it
3 gets further away from us, it gets more and
4 more diluted over time with just changing
5 pilots out. It's just dramatically, in
6 addition to the Park Service reporting, you may
7 want to consider just the global issue of,
8 okay, how do we make sure the information is
9 current?

10 TOM GEORGE: I think you treat it
11 as a global issue, or you go insane. That's
12 where the airports around the country have come
13 up with procedures and practices to do exactly
14 that. In fact, the FAA is serious enough.
15 This guy is probably too far from the airport.
16 People closer in, they go back and buy back
17 properties in areas close to airports that
18 shouldn't be here. We're in Alaska. We don't
19 like land-use planning.

20 CHARLIE SASSARA: Best practice.

21 TOM GEORGE: You have to
22 partition this. There's the airport version of
23 this story, which is the players and issues.
24 In the park we're in an entirely different
25 setting. That's what this council is focusing

1 on is that. So I wouldn't try to lump together
2 the local airport approach to doing things with
3 the extended over a 6-million-acre approach to
4 do things. I think there are two different
5 approaches, and we have to figure them out
6 separately. I don't think there's a global
7 solution.

8 CHARLIE SASSARA: I'm not asking
9 for a global solution. I'm asking for
10 consideration. You have a proposed approach
11 and then it dilutes over time --

12 TOM GEORGE: That's called
13 recurring education. If the airport manager
14 sees later on in the season that people are
15 taking shortcuts, they make a call to the air
16 taxi or whoever.

17 CHARLIE SASSARA: I'm saying
18 that's our consideration, with these issues.
19 This is his issue to deal with; I got you
20 there. But I was just -- I was making the --

21 SALLY GIBERT: There's a parallel
22 in terms of that dilution of education with
23 things that have to do with best practices or
24 things that are within our --

25 TOM GEORGE: The first

1 preparation of that is the feedback process
2 that we talked about this morning so that,
3 again, if things outside the envelope or things
4 that we think are inside the envelope that are
5 causing a problem occur we have a way to get
6 that back in a timely fashion. That's exactly
7 what we're talking about this morning. Doesn't
8 mean that through time there won't be other
9 things that will end up coming through. I
10 believe that's our first preparation.

11 BRIAN OKONEK: It sounds like in
12 our situation Steve might be able to shed some
13 light. Helicopters could have been positioned
14 a little better. They could have been higher.
15 It sounds like they came in really, really low.

16 STEVE HANSON: As they come down
17 the runway, if they're doing a hover taxi, I'm
18 always trying to get them a little higher. My
19 point of view, I've got all this loose brush.
20 Those things really stir up loose brush. I've
21 had to go out there and really plow stuff off
22 the runway. They aren't thinking of that.

23 TOM GEORGE: If they're calling
24 in each year before they come, that's your
25 opportunity.

1 STEVE HANSON: Absolutely. We
2 can be informed of that process and say, "Hey,
3 here's something we have to do." They call us
4 airport managers. We're maintenance guys, and
5 the head guy becomes the airport manager. And
6 my superintendent is maintenance in Palmer, and
7 he -- you know, as far as leasing and air
8 traffic stuff and all that, he could really --
9 he's got a lot on his plate. He'll say, "let's
10 take care of that." Sometimes the State is
11 broken up into entities that he wants to pass
12 to somebody else. I want you to be out there
13 doing the pothole or sealing the crack. I
14 don't want to hear you crying to the airport
15 manager. We've got a fine line. They want us
16 to do our job and go smooth. Yet, they say,
17 "Hey, we want this done, do this, get the
18 maintenance done." Sometimes we can't be
19 spending time doing this other stuff that we'd
20 like to be able to do. We're trying to work
21 that out, too. Same thing with leasing and
22 parking, all that. I spend a lot of time with
23 that. One guy's telling me: Don't waste time.
24 I want you to do something else, and let the
25 person from Fairbanks come down and look at it.

1 That's not how it works out.

2 TOM GEORGE: When that person's
3 your boss, it's difficult to ignore him. You
4 have help. You're absolutely right what you're
5 saying. Throughout the community, you have
6 help focusing on that problem.

7 STEVE HANSON: Yeah, I want to
8 get together with all the Departments of the
9 State and try to work this out, become more
10 efficient and take care of problems like this.
11 We're here, we see it, we have an idea of, like
12 the operators here, flight service, we all see
13 what's happening, if we can get together and
14 take care of some of these issues.

15 SALLY GIBERT: I think we need to
16 move on and get -- we're kind of outside of our
17 area.

18 BRIAN OKONEK: The place marked,
19 "Craver." That's the gentleman.

20 TOM GEORGE: That's an example of
21 terrible end-use planning.

22 BRIAN OKONEK: This shows very
23 well for leaving out of here to the south and
24 going as far as the VOR.

25 ERIKA BENNETT: This puts

1 everybody on top of Beth's house right there.

2 TOM GEORGE: That covers the
3 local traffic pattern. That doesn't address
4 the issue out to the northwest. If you can get
5 a local group going to focus on that little
6 issue a little more and perhaps, you know,
7 formalize these things beyond the air taxi
8 community, now there's a product that can be
9 used for education efforts to let people from
10 far away like me know about that.

11 STEVE HANSON: One thing on a
12 positive note, I haven't looked at the numbers
13 for last year. I think the numbers have
14 decreased as far as aircraft takeoff and
15 landings, due to the fact that we've got bigger
16 airplanes, haul more people. Don't you agree
17 with that, Eric, that we're probably in the
18 last five years, as the flight's been cut down,
19 we've got bigger airplanes and haul more
20 people. Used to have all these 185s hauling
21 people. And they're loud; and so the numbers
22 have gone down some, which is a positive note.

23 SALLY GIBERT: We have concluded
24 that discussion. It's not helpful. Not much
25 that we can do. We've been able to facilitate

1 some communication about who is involved in
2 that conflict besides us.

3 TOM GEORGE: Thanks for coming,
4 Steve. Thank you.

5 BRIAN OKONEK: Now, go fill those
6 potholes, would you?

7 STEVE HANSON: Back right to it.

8 BRIAN OKONEK: Airport extends
9 all the way to A, is that right?

10 STEVE HANSON: Yeah.

11 TOM GEORGE: Only one way.

12 SALLY GIBERT: So, next on the
13 agenda is the first of what would be several
14 public comment periods. Does anybody have
15 anything to say at this point, or should we
16 move into our next set of agency briefings?

17 Let's go into the agency
18 briefings -- Park Service, in particular. And,
19 Miriam, do you want to start out with how we
20 deal with mailing lists and -- when do you want
21 to do that, now?

22 MIRIAM VALENTINE: Are you going
23 to pass something out?

24 JARED WITHERS: I'll set up.

25 MIRIAM VALENTINE: While Jared

1 gets set up, I'll deal with that.

2 SALLY GIBERT: Do you have
3 something to say?

4 BILL STEARNS: I had a question
5 about this data that was gathered. Is that
6 complete?

7 MIRIAM VALENTINE: Did you read
8 that cover letter?

9 BILL STEARNS: It appears to be
10 complete. There's like 35 complaints in five
11 years, just for the record.

12 MIRIAM VALENTINE: So we have not
13 gone through nor copied potential responsive
14 records from 15 boxes of public comments.

15 BILL STEARNS: That's right.

16 MIRIAM VALENTINE: This is -- I
17 guess there is a disclaimer that is in no way
18 inclusive of all that the Park has heard
19 regarding impacts to the soundscape of the
20 Park. This was requested. Take a look at the
21 comments in relation -- it also doesn't include
22 people saying: Had a wonderful time in the
23 park, and not saying anything about the
24 soundscape.

25 BILL STEARNS: I'm trying to draw

1 some connection between the complaints and the
2 number of flights.

3 MIRIAM VALENTINE: We're very
4 careful not to have this, and this is what
5 Philip said earlier this morning is that this
6 isn't used as a really strong indicator as to
7 how well we're doing. We usually rely on
8 visitor surveys to do that. We're actually
9 getting a random sample of visitors to the
10 park. This is usually if people are extremely
11 excited about their time in the park or they
12 have a lot to complain about. It's usually on
13 extreme ends. We don't use this as a strong
14 programmer or measurement of public comment.
15 But it was requested, and so, therefore,
16 provided.

17 BILL STEARNS: I was seeing
18 whether it was complete or not. The answer is,
19 you don't know?

20 ERIKA BENNETT: It's not
21 complete.

22 MIRIAM VALENTINE: Yeah, not
23 complete.

24 SUZANNE RUST: Okay. So it -- is
25 it complete as far as unsolicited -- it's

1 unsolicited comments during that period?

2 ERIKA BENNETT: No. They've got
3 boxes of these, and --

4 TOM GEORGE: These are the
5 aviation-related of those, right?

6 ERIKA BENNETT: No, not all of
7 them.

8 TOM GEORGE: Just a subset.

9 ERIKA BENNETT: Somebody sat
10 down, spent a couple of hours found some and
11 said that's it.

12 TOM GEORGE: Thank you for
13 clarifying that.

14 SUZANNE RUST: 15 boxes of public
15 comments received by the Park during the
16 backcountry management plan versus -- I'm --
17 maybe I'm misunderstanding this, but these were
18 unsolicited complaints versus 15 boxes of
19 comments which were kind of taken in a
20 different context? Complaints that are -- am I
21 misunderstanding? You see what I'm saying?

22 MIRIAM VALENTINE: I see what
23 you're saying, but I don't know that this is
24 inclusive of all of them.

25 SUZANNE RUST: So, request for

1 copies of complaints, okay. Enclosed copies of
2 the documents -- we have not gone through or
3 copied potentially responsive records from the
4 15 boxes of public comments received -- to me,
5 that seems like an apple and an orange,
6 perhaps, that, you know --

7 MIRIAM VALENTINE: Two ways of --
8 different ways to measure public comment.

9 SUZANNE RUST: Comments in the
10 backcountry plan. I commented in the
11 backcountry plan. It was a different way to do
12 things. If I were in the backcountry hiking
13 and, you know, I heard somebody -- I had a
14 complaint, that's different because I take the
15 complaint -- it's different. To me those are
16 different.

17 TOM GEORGE: If I understand what
18 they're saying with a quick read of this which
19 is always dangerous, they're acknowledging that
20 these kind of comments exist, but they were not
21 included in the compilation. I've spent
22 virtually about seven hours going through a
23 portion of those myself, but that's not these?
24 These are actual complaints that came from
25 visitors?

1 SUZANNE RUST: I thought these
2 were comprehensive. That's what I thought Jay
3 had asked for when we talked --

4 NANCY BALE: That's what I
5 thought as well. There just aren't that many
6 people who turn in comments; is that not the
7 case?

8 SUZANNE RUST: That, I think --

9 NANCY BALE: Because they aren't
10 required to. And so sometimes they just get --

11 PHILIP HOOGE: They're not
12 solicited to do it. They're not -- assuming
13 the opportunity, they're using the complaint
14 box format for -- you know, in a sense you
15 could say the backcountry management plan in
16 that process was a way we tried to channel
17 actually understanding about this issue so
18 that, in a sense, those 15 boxes are probably
19 more representative of thoughts out there, not
20 a scientific survey of the groups in terms of
21 situation. These are kind of -- we use these
22 comments or complaints kind of, you know, is
23 there a general problem out there, you know.
24 And so it kind of shows you some of the nature
25 of that general problem. I don't believe this

1 is -- I thought we also had one year and I
2 wish -- we ended up not saving them and also --

3 MIRIAM VALENTINE: This is last
4 year. So the federal filing regulations
5 changed in which they said you do not need to
6 keep visitor comment cards for more than 90
7 days. So comments made. You'll notice people
8 say, yeah, write me a letter back or don't.
9 That's part of on the back. If they want to
10 receive -- I've seen that on the form -- they
11 tell us they want a letter back to them. They
12 get a letter back to them. They don't have to
13 get a letter back to them. So the filing
14 regulations changed on a federal level so that
15 we don't -- like if somebody writes -- if
16 somebody wrote and complained at the end of
17 last season and didn't need a letter back from
18 us, there's no record now of that comment.

19 NANCY BALE: We on the council
20 could make a request that before they're thrown
21 away they be made available to us.

22 MIRIAM VALENTINE: You could, or
23 if you feel they are of such value in how
24 you're going about trying to resolve some of
25 these issues that you ask us to scan them, have

1 them electronically available.

2 MR. DENKEWALTER: I second what
3 Nancy says. I think although that might be a
4 general thing, I think if you would send a copy
5 to the council, at least for a record before
6 you throw them out, if you're going to throw
7 them out anyway. Otherwise, we have no idea if
8 we're making headway or making progress or
9 anything like that.

10 MIRIAM VALENTINE: I think they
11 can be electronically scanned and loaded up on
12 our Web page.

13 SALLY GIBERT: Are you talking
14 about 15 boxes of stuff?

15 MIRIAM VALENTINE: No, I'm not,
16 sorry. I'm talking about the comment cards,
17 really.

18 PHILIP HOOGE: This group has
19 success. I will say that will be acted upon
20 immediately. We told the secretaries to save
21 the records.

22 BRIAN OKONEK: We'll get a
23 copy --

24 PHILIP HOOGE: The part about
25 getting your copy, you should maybe do that

1 request. The part about we will save
2 complaints about the flights, we were already
3 saying that that was probably -- it was
4 understandable, the secretaries had done that,
5 because that was a federal requirement, the
6 filing requirements, but we've decided that it
7 was probably something that we did want to
8 save.

9 NANCY BALE: We'd like to see all
10 the comment cards.

11 PHILIP HOOGE: I can tell you, I
12 read every single comment card. We spend a lot
13 of time.

14 NANCY BALE: These are only the
15 aviation related ones. There weren't others.

16 MIRIAM VALENTINE: Associated
17 with aircraft use of the Park over the last
18 five years was the request that Jay had
19 submitted.

20 NANCY BALE: It would be nice to
21 know what portion of people mentioned that.
22 That would be an interesting figure to know as
23 well.

24 TOM GEORGE: These are the total
25 comments.

1 NANCY BALE: That might be hard.

2 MIRIAM VALENTINE: I honestly
3 don't know.

4 NANCY BALE: This is a future
5 request.

6 MIRIAM VALENTINE: Yeah.

7 PHILIP HOOGE: The ones -- I
8 don't know that we could know that.

9 ROBERT GERLACH: You have just a
10 rough number of how many of these you get a
11 year, 500, 1,000, 15,000, just a rough --

12 PHILIP HOOGE: If this is totally
13 off the record, just a wild guess, a stack that
14 high of -- do you know.

15 MIRIAM VALENTINE: Comment cards.

16 TIM CUDNEY: Not just aviation.

17 PHILIP HOOGE: 90 percent of
18 these are the bathrooms need to be cleaned.
19 This was a great bus driver.

20 TIM CUDNEY: Is there a committee
21 for that?

22 PHILIP HOOGE: Most of it was I
23 had a great bus driver. That's 50 percent of
24 the cards. The rest of them are various levels
25 of complaints. We get very few complaints, so

1 it's a noticable section of the complaints,
2 so -- and you know, especially, given our high
3 satisfaction levels as a park overall, we have
4 some of -- in fact, some of the highest
5 satisfaction levels in the National Parks
6 Service in terms of facilities. We don't get
7 the onslaught of a huge number of complaints
8 about the bathrooms and other stuff that other
9 parks do. This is a significant section, but
10 it's by no means the majority of cards.

11 TOM GEORGE: Without going into
12 critical detail, is that an overall matrix for
13 overall satisfaction?

14 PHILIP HOOGE: Because the
15 complaints, we don't want to stand behind this
16 as a concept. We use it just like what we were
17 trying to direct you guys, so here's a flavor
18 of kind of what's out there, and then you might
19 drill down and get it. We have a series of
20 tools we get. We have surveys that we're
21 required to do because of the Paperwork
22 Reduction Act. Visitor satisfaction. Those
23 are about ten general categories that we do
24 every single year. We give a statistically
25 valid sample of that level of satisfaction. We

1 also have these more intense surveys called the
2 "VSP surveys." That's kind of how many people
3 are hiking in the backcountry. That's a survey
4 tool that may have -- you know, is more likely
5 to get complaints about potentially aircraft in
6 there. Or like backcountry.

7 SALLY GIBERT: You'll be talking
8 about it when we get to you on the agenda.

9 PHILIP HOOGE: I wasn't going to
10 talk about that survey tool. What we're
11 talking about is a research study which is
12 Peter Vic's specific backcountry-use study.
13 That's the one we're going to talk about. But
14 if you -- these types of samples are more
15 representative of a body out there in the park,
16 you know -- so they kind of tell you -- this
17 tells you kind of one thing. The backcountry
18 management plan tells you another, and more
19 statistical complaints tell you a third.

20 If there are elements that the
21 general public would want to be asked in a
22 statistically valid way, what would be good is
23 to get those general concerns, like I said,
24 what, specific need that you would have. What
25 specifically you'd like to be able to test in

1 general and the degree of accuracy about it.
2 Then we would potentially try to get our folks
3 to go put that into the survey tool. All of
4 these surveys, all of these statistically valid
5 surveys, I was going to talk about later, I
6 might as well mention it right now. They have
7 a very tight process they have to go through,
8 through OMB and that includes statistical
9 review along with several other things. So,
10 you know, not only do we have our normal
11 controls, but we have the external control. We
12 just don't -- there's a lot of things we would
13 like to real quickly make happen, but we can't
14 make it happen when we don't follow those
15 protocols. That cycle was extremely long last
16 year.

17 TOM GEORGE: Sticking with this
18 general satisfaction, what kind of were the
19 range of values across the Parks System, and
20 where is Denali in that spectrum?

21 PHILIP HOOGE: For the National
22 Parks System they tend to be high in general
23 satisfaction. Denali tends to be -- tends to
24 be very high -- especially for facilities and
25 interpretive programs, experience -- experience

1 that people have on the buses.

2 Backcountry experiences, you
3 know, have more complaints associated with
4 them, certain tour products do, too, but in
5 general it's very high. But we do have some
6 dissatisfaction relayed. As you can kind of
7 see materializing here, due to reality and
8 expectations, that's what a lot of our research
9 also tries to get into, what are our
10 expectations?

11 TOM GEORGE: In the kind of
12 surveys you're describing here, have you ever
13 done one that actually assesses that the
14 visitors -- air tour visitors, what their
15 satisfaction level is?

16 PHILIP HOOGE: I'm not as up on
17 all the air tour things as I am right now on
18 the road capacity ones, because we're in the
19 midst of that planning process.

20 And I'm going to have to get back
21 to you on that. There were some prior surveys
22 that were wilderness-related ones, then there
23 are other surveys --

24 TOM GEORGE: I'm talking about
25 people -- I'm talking about people -- maybe in

1 some cases they're only -- maybe it was --
2 maybe it wasn't their only, but their visit to
3 the park was through an air tour visit as
4 opposed to a bus or a hiking?

5 PHILIP HOOGE: In the VSP, the
6 different surveys done every year, it's very
7 hard to sample the air tour folks. That's a
8 hole -- the service as a whole is getting away
9 from those Infra surveys, to doing these larger
10 VSP surveys every fewer -- more tighter
11 schedules, on those ones, we go out there and
12 target -- we identify the characteristics; we
13 identify the different user groups; and then
14 define statistically valid sampling for each of
15 those groups. They'll come to Talkeenta, and
16 they'll talk to you about various air services.
17 They did a statistical sample. I think they
18 were mainly trying to catch people at Talkeenta
19 ranger station.

20 SUZANNE RUST: When was that
21 done?

22 MIRIAM VALENTINE: We did it in
23 '04, or '05. Do you remember this one?

24 PHILIP HOOGE: We're going to do
25 another one next year.

1 SUZANNE RUST: If they were
2 sampling people at the Talkeenta ranger
3 station, that wouldn't capture flightseers --
4 so how would they have captured -- that's a
5 really good point. We're not hearing as a
6 community, in a -- there's a community that
7 we're not hearing from.

8 TOM GEORGE: I'm trying to figure
9 that out. Are we hearing from them and don't
10 know it?

11 PHILIP HOOGE: I'll look into
12 that. I do know that that was an identified
13 group. We looked at different audiences; that
14 was an identified audience, and we were
15 targeting every audience. I can't remember the
16 specifics of the VSP survey. On the other
17 hand, that is a concern, you know, can be
18 articulated by this group and we will in the
19 next survey design make sure that that group is
20 surveyed. We're trying to do things in
21 relationship to their -- the number that there
22 are in the park, but we're trying to get --
23 we're not targeting any individual group.
24 We're trying to get a broad representation of
25 all user groups.

1 SUZANNE RUST: I'm trying to
2 remember. I don't really recall anybody coming
3 around -- how about for you guys? I don't
4 recall anybody, you know, coming on the
5 property. That's really the only way you can
6 really capture those folks, I think.

7 MIRIAM VALENTINE: I know they
8 had questions where they ask if you engaged --
9 because there are actually -- there are a
10 segment of flightseers who don't do anything
11 else. There's a section of flightseers that go
12 and ride the buses; those groups were
13 identified. That was identified along with
14 other demographic characteristics so those
15 could be looked at. We also broke it down by
16 groups, and it wasn't -- other than backcountry
17 users and one of the tours that we have, there
18 wasn't any distinctive patterns of
19 dissatisfaction. Satisfaction is very high.

20 TOM GEORGE: We should come back
21 to that later and maybe get a little more
22 information.

23 SALLY GIBERT: Ask for more
24 information and follow that if you've ever
25 approached that demographic people that just

1 did flightseeing and didn't do anything else.

2 MIRIAM VALENTINE: Didn't land on
3 the glacier, just flightseer.

4 SALLY GIBERT: Considered
5 themselves a park experience. We need to move
6 on. The day is flying by. We're moving into
7 the Parks Services reports.

8 For those members who were
9 renewing, did you receive a letter for your
10 resumes?

11 TOM GEORGE: I think I did.

12 MIRIAM VALENTINE: From Ken
13 Salazar.

14 NANCY BALE: Not yet.

15 SALLY GIBERT: Two- or three-year
16 renewal?

17 MIRIAM VALENTINE: Four years.

18 ERIKA BENNETT: I haven't
19 received anything.

20 MIRIAM VALENTINE: I have copies
21 of that letter. It was sent to me yesterday.

22 SALLY GIBERT: Should everyone
23 have gotten one by now? Do you know what, if
24 you were part of that group that was renewing
25 that we put up, so that was Tom and Tim and

1 Nancy and Joan and Scott?

2 ERIKA BENNETT: I'm not on that
3 list?

4 BRIAN OKONEK: You're on for the
5 next 12 years.

6 MIRIAM VALENTINE: Did you get a
7 renewal letter?

8 ERIKA BENNETT: I thought I was a
9 four-year person.

10 TIM CUDNEY: They changed us from
11 two to four.

12 MR. DENKEWALTER: Like Venezuela,
13 reelect yourselves. I guess I missed the
14 election.

15 MIRIAM VALENTINE: You were four
16 years from the start?

17 ERIKA BENNETT: Yeah.

18 MIRIAM VALENTINE: Jared, it's
19 all years.

20 JARED WITHERS: I have a few
21 things to share with you guys today. We
22 haven't done any additional monitoring effort,
23 since I presented last year's results to you in
24 December. No new numbers I want to look at. I
25 want to show you this season's plan. I passed

1 around a handout that is probably easier to
2 read than the screen. This year's sites that
3 we're planning to monitor.

4 As usual, we have six grid points
5 that are part of an effort to inventory the
6 soundscape of the park over the entire area of
7 the park on a systematic grid. Lower Kantishna
8 was one that occupied last year. It was the
9 area of a pretty large forest fire. We had to
10 delay it to this year. This Myrtle Station
11 site is outside the wilderness boundary,
12 outside the Old Park. That just happens to be
13 where the grid point falls. We didn't choose
14 it to be outside the park. That will be the
15 only one this season that's in a typical kind
16 of backpackable location where people on foot
17 could be accessing those areas in the
18 backcountry.

19 Upper Ohio Glacier, which I'm not
20 sure if it's called Ohio Glacier. It's the
21 glacier that feeds Ohio Creek. There will be a
22 station on that which will certainly see some
23 amount of aircraft noise exposure, but I don't
24 believe it's underneath any major air touring
25 or other flyways.

1 Then we have two down here in the
2 southwest that will be -- we'll be adding to
3 our -- we only have one data point in the
4 southwest corner up to this point, so it will
5 be good to add a few more data points as well
6 as our knowledge in that not often visited
7 section of park. That's something that you
8 guys might be interested in. Those sites lie
9 within the military operations, military
10 operations area that overlaps that corner of
11 the park. So, Scott and others say that they
12 rarely use that area, and I guess it will be a
13 measurement of whether or not that's true and
14 if it is used occasionally, what the impacts
15 associated with that are.

16 ERIKA BENNETT: Depending on when
17 you're going to be there, it's also a popular
18 moose-hunting area?

19 JARED WITHERS: That's true.
20 These sites will be there -- those two since
21 they're so far away and difficult and expensive
22 to access, they're slated to be out there
23 throughout the whole season. They'll be there
24 for the full four months, probably be there
25 until mid to late September. They'll be there

1 for at least part of the hunting season.

2 The four blue sites are areas of
3 wintertime interests, mostly having to do with
4 recreational snowmachining activities. It's
5 been our project plan for the last few years to
6 sample one of those areas every winter just to
7 keep an eye on what those levels of use are and
8 that's kind of on a different sampling scheme
9 tab, the summertime portion of our project.

10 The three that you guys are --
11 the two that you guys are probably most
12 interested in are these two yellow
13 administratively chosen sites. They're both
14 located right on the two different parts of the
15 west buttress climbing route.

16 The Kahiltna Pass site is a
17 repeat measurement of one that was done in
18 2006. That site for your guys' purpose should
19 be a good look at a before/after measurement
20 evaluating the effectiveness of the suggested
21 best practices document.

22 So we'll have one measurement in
23 the same spot before and after that best
24 practices document was circulated.

25 And then the upper west buttress

1 will be the 14,000-foot camp area which is one
2 that we attempted last year but didn't meet our
3 goals for the length of data collected there.
4 So we're going to take what we learned from
5 that last year and give it another shot. And
6 that will provide a good look at what that
7 large concentration of climbers in that
8 specific area are exposed to, and, you know,
9 specifically what the levels of aircraft noise
10 are at that location which I'm sure you guys
11 are interested in.

12 The last administrative site,
13 this one just kind of -- he got tacked on at
14 the end a little bit. Just a short duration, a
15 week or so at the Eielson Visitor Center to
16 evaluate bus noise in that developed area.

17 So, that's the plan. Does
18 anybody have any questions about sites?

19 NANCY BALE: Do you have a spread
20 that shows everything that's been occupied?

21 JARED WITHERS: I do.
22 Absolutely.

23 NANCY BALE: When it's
24 appropriate, it would be good to see.

25 JARED WITHERS: It's on the back

1 of the sheet.

2 ERIKA BENNETT: It says '05, but
3 three dots. Is that three dots --

4 JARED WITHERS: No, they're not
5 all in '05. This map is a little bit deceptive
6 because not all of these data points were
7 sampled on the current sampling scheme. A lot
8 of the early ones, early -- all of them from
9 '01 might be the earliest on there through '04
10 and '05, when we were in the stages of
11 developing these that we used today. A lot of
12 them were kind of test runs. It's data
13 collected that's usable. It means something,
14 but it's not on the same sampling schedule and
15 maybe not quite as robust as the type of data
16 we're talking about.

17 I can tell you because I know
18 that those three sites, the '05 site was a more
19 standard measurement like what we do today, a
20 several-month duration sampling of the McKinley
21 Bar Trail which is a popular day-hiking area
22 out of the Wonder Lake Campground. The other
23 two or one of the other two was a -- kind of a
24 sampling of interests to capture the sounds of
25 frog breeding season in Wonder Lake, so it was

1 more of an interpretive kind of neat
2 measurement than a soundscape evaluation.

3 TOM GEORGE: The monitoring on
4 the Kahiltna, is the time of year you're going
5 to do it the same as the time of year you did
6 it before? And what is that time of year?

7 JARED WITHERS: Shooting for the
8 exact same window. We'll put it out there
9 first of June, hopefully. Very
10 weather-dependent and it will be allowed to run
11 as long as it can. It will be probably be
12 packed out when the base camps end in mid-July.
13 The previous camp ran the first two weeks of
14 June. That's the window we really want to
15 cover.

16 SANDRA LOOMIS: Is there any
17 reason why you're not putting it out earlier,
18 towards the beginning of the climber season?
19 Just curious.

20 JARED WITHERS: Not a
21 sampling-motivated reason. It's mostly
22 logistics. Our helicopter access is just now
23 coming online because of field scheduling and
24 the work schedule of our technicians and stuff,
25 beginning of June. We're going to try to put

1 it on there the last week of May. That's our
2 first attempted day.

3 A SPEAKER: Can you talk about
4 the measurements you made, the metrics, the
5 monitoring?

6 JARED WITHERS: Sure. The
7 stations we put out there. We tried to put it
8 out there for at least 30 days to collect 30
9 days of good data. Sometimes that takes a lot
10 more than 30 days depending on animal tampering
11 and other things that tend to disable equipment
12 in remote installation environments. They
13 collect calibrated sound pressure measurements
14 once a second, also spectral data every second.
15 They make audio recordings depending on the
16 vintage of the equipment, when it was measured,
17 they either collect a five-second clip every
18 five minutes or the equipment that we currently
19 have records continuously.

20 So those are two of the major
21 types of data that are collected. We take that
22 data and do three -- two to three different
23 kinds of analyses on it. Standard procedure.
24 One is audibility analysis, physically having
25 someone listen to a subsample of the

1 coordinates and annotate what they hear.
2 That's kind of the human impact metric. And
3 then we also do, you know, number of aircraft,
4 counting planes or counting human-caused noise
5 events and measuring how loud each one of those
6 are in evaluating the soundscape that way.

7 A SPEAKER: They're monitored
8 full time?

9 JARED WITHERS: Yes.

10 A SPEAKER: When a plane flies
11 over, you have to put a time marker on it?

12 JARED WITHERS: Yes. All time
13 stamped.

14 A SPEAKER: In the end do you end
15 up with an Leq or SEL, or what's the end metric
16 that these people should be shooting for?

17 JARED WITHERS: Well, the metric
18 was reportedly designed to speak to the
19 backcountry management plan indicators which
20 are the percentage of time that human-caused
21 noise is audible in a certain location. The
22 number of noise events per day that happen in a
23 location, and then the maximum one-second Leq
24 of each of those events. There are thresholds
25 depending upon where you are in the park as to

1 what that maximum SEL can be. You know about
2 sounds.

3 A SPEAKER: They've got to figure
4 what they're shooting for.

5 JARED WITHERS: The specifics of
6 what they're shooting for would have been
7 pulled from the backcountry management plan
8 standards. That's kind of the central.

9 NANCY BALE: If you want to look,
10 I've got it over here. If you're interested.

11 A SPEAKER: I'll look at it.

12 JARED WITHERS: Any other
13 questions about this year's site placements?

14 All righty. The only other small
15 thing is -- west is not on the handout sheet.
16 You might want to write this down if you are
17 interested. I've updated the sound monitoring
18 Web site, on a different server now, on the
19 Denali home server. It's intended to be a
20 one-stop resource for all things soundscape in
21 the park. It contains our annual reports which
22 have a lot of data in them. It's a
23 presentation of our standard data analysis. If
24 there's more specific or additional things that
25 you want to know that you can't find in those

1 reports, contact me and there's a good chance
2 that those things that you're interested in can
3 be computed or looked at.

4 There are a few articles and fact
5 sheets and a general background of the program
6 as well as a link to the committee's Web site,
7 which shows what you guys are up to. So if
8 anybody has any suggestions or comments for the
9 Web site, I'd love to hear them. I hope it's
10 a -- I hope it's a useful resource for you
11 guys. I've made it pretty data centric so you
12 can get into it about as much as your stomach
13 can handle.

14 SALLY GIBERT: Is this site
15 linked from the Denali Overflights Council
16 site?

17 JARED WITHERS: It is not at
18 present. There's no reason why it couldn't be.

19 MIRIAM VALENTINE: It can be.

20 NANCY BALE: Good idea.

21 TOM GEORGE: At our last meeting
22 we talked about this notion of partitioning,
23 you know, for areas that you've already got
24 monitoring data, your ability to separate jet
25 aircraft, high-flying jet aircraft from

1 everything else.

2 I think -- and I don't know if we
3 need to identify points or something, but I'd
4 definitely want to see -- the question in my
5 mind is: Are we violating the standards just
6 based on the jet traffic alone? Because I mean
7 that's one thing we can at least partition and
8 understand that dimension about how we do or
9 don't meet the standards. Knowing from the
10 material we had in the last years, in a lot of
11 areas where we don't meet the standards we need
12 to be zeroing in on and understand the
13 standard. That's one way to parse the aviation
14 activity to fall outside your data.

15 JARED WITHERS: That's one thing
16 that I think would be interesting to know and
17 that we could compute fairly painlessly. I
18 think from our discussions earlier, I'm
19 thinking, what would be useful for this group
20 would be by management zone, what is the
21 average percentage or the average distribution
22 by aircraft type over management zone based on
23 measurements we've made within those zones?

24 TOM GEORGE: Say that one more
25 time slowly?

1 JARED WITHERS: So, within the
2 backcountry management plan zones, we've
3 sampled multiple locations within all those
4 zones. So it would be a computation of the
5 distribution of -- by aircraft type for each of
6 those points that we've sampled and then
7 probably presented as a property of that
8 particular zone.

9 TOM GEORGE: Rather than
10 aggregate it to zone? I think you've shown us
11 in the past your individual dots for individual
12 stations. Then for each of the three standards
13 whether we're basically meeting them or
14 exceeding them in opinion categories, I think
15 if you did the same thing with that, at least
16 one output. Is Alaska Airlines alone violating
17 the soundscape standards? That seems to be a
18 question we need to know. If there is
19 actually -- you can take for each of those
20 points and say 20 percent high fliers and 80
21 percent -- in other words, give a percentage.
22 Because I mean the rest of the council needs
23 to -- I think that also would be a helpful
24 metric so at least on a point-by-point basis,
25 where you have it, if we understood what the

1 breakpoint between those two types of aircraft
2 were, I think that would be useful information
3 for us to know what we're dealing with.

4 JARED WITHERS: That says, "very
5 doable." If you wanted, you know, to speak it
6 over with the group and come up with a
7 consensus of exactly what you guys would want,
8 and if you could maybe put it in writing and
9 send it to me so I can have something to work
10 from, I'd be happy to put that together for the
11 next meeting.

12 SALLY GIBERT: Hopefully, we'll
13 be able to do that today.

14 GUY ADEMA: To make it as useful
15 as possible, especially, if you're most
16 interested in areas where there's significant
17 measure exceedance or other areas of interest
18 based on best practice, it will really help
19 Jared to prioritize his time as to which to put
20 his time into. The more specific the request,
21 the better.

22 TOM GEORGE: I guess from my
23 perspective, we're focusing on some areas where
24 we have some conflicts with users on the ground
25 today, but I've heard several people say: What

1 are you doing about these other areas? So I
2 think we actually need to know about the
3 whole -- we're still trying to understand the
4 soundscape of the park. At the moment, at
5 least, nothing that jumps in my mind of one
6 area that we want to know more than the other.
7 It's probably more important to know about some
8 of the areas that are relatively far away
9 from -- where we know the concentration of air
10 tour operations is, as it is to understand that
11 mix in air tours. So at the moment, in my
12 perspective, we kind of need to know it for the
13 whole place so we know whether we're -- you
14 know, making progress or just going around in
15 circles. But I'm open, if you guys have
16 suggestions. It would be easy to do it.

17 GUY ADEMA: I'm trying to think
18 through the question in detail when you write
19 it up, so we know how to approach it.

20 SALLY GIBERT: Hopefully, we'll
21 do it today while you guys are here, so we make
22 sure we're not losing --

23 PHILIP HOOGE: I would second
24 what Guy says to allocate, in terms of what
25 we're doing overall. We have to allocate

1 resources across it. It would be -- we're much
2 more likely to get something useful if you
3 define the specific thing you want -- to define
4 the specific thing you tested and is it
5 concentrated within the area that you're most
6 likely to make an effect.

7 TOM GEORGE: With that in mind,
8 we'll pick a few years as representative areas
9 as a starting point. Would that be helpful?

10 PHILIP HOOGE: Yeah, and I'd like
11 to get together a quick comment that would
12 be -- the contributions -- it's potentially
13 less important -- when you concentrated on the
14 exceedance of the standards, that was probably
15 more relevant. There was other statements
16 about the contribution of these other different
17 aircraft to the soundscape as a whole. It's
18 that component that's within when they're
19 contributing to the exceedance of these
20 standards that are important. You know, our
21 standards are exceeded X amount. The
22 proportion that that is of aircraft that is not
23 within your purview here seems to be the most
24 important element.

25 TOM GEORGE: How would you -- I

1 think I understand what you're saying. How
2 would you parse that, though?

3 PHILIP HOOGE: Jared, this is
4 probably where I need a little bit of help too.
5 One of the standards is exceedance of decibel
6 levels, incidence of decibel levels. The
7 definition of those exceedances and then what
8 proportion of those are jet aircraft rather
9 than just the proportion of just the noise out
10 there that's jet aircraft.

11 TOM GEORGE: We'll sit down and
12 work it out. Absolutely. Yeah, this, I think
13 would be another step toward understanding what
14 it is we're grappling with out there.

15 NANCY BALE: I noted in reviewing
16 the past locations and then the current ones,
17 that there really have been very few stations
18 in the area of the sound-sensitive
19 identification map. There was one in '04, one
20 in '09, and I guess I would simply suggest that
21 the Upper East Fork at the base of Mt.
22 Pendleton might be a good place, and the Upper
23 Sanctuary at the mouth of Refuge Valley might
24 be a good place, because those places have been
25 actually not sampled at this -- if this map is

1 correct. And there's no -- there's no place in
2 the sound-sensitive red areas from our internal
3 map that's going to be sampled this summer.

4 So, you know, since we're
5 concentrating a lot on that, it would just seem
6 as soon as you could get a station into one of
7 those areas I mentioned, there was some data in
8 '09 from the Upper Toklat. I haven't looked at
9 that because I wasn't at the last meeting.
10 Something in '04, looks like it was on the back
11 side of Cathedral. Something in '07 down by
12 Igloo. That's been it for the sound-sensitive
13 areas. So, I guess I would like to see more
14 sampling done there to provide another way to
15 validate whether that, in fact, is the case.

16 JARED WITHERS: Okay.

17 NANCY BALE: Or if there is
18 exceedance there. It doesn't have to be this
19 summer, of course. It would have been nice if
20 we could have met in February. We might have
21 been able to make that suggestion when you had
22 time to do it.

23 JARED WITHERS: That seems like
24 something that would be valuable to carry into
25 where these decisions go.

1 NANCY BALE: They're our only
2 objective standards.

3 GUY ADEMA: Can you put that in a
4 paper --

5 NANCY BALE: If the rest of the
6 council agrees with this.

7 GUY ADEMA: We'll put the forward
8 years onto this map. Next time you see this,
9 you'll see the next year.

10 SALLY GIBERT: That's a consensus
11 that we're comfortable with. We can make that
12 decision.

13 NANCY BALE: Can you draft it up
14 and send it around so everyone can put their
15 seal of approval on it?

16 SANDRA LOOMIS: Different
17 question. Is it okay to ask a new one?

18 SALLY GIBERT: Just short,
19 though.

20 SANDRA LOOMIS: I'm wondering
21 about the toe of the Tok, the '09 winter data,
22 when we can start seeing results of that.

23 JARED WITHERS: That station is
24 out there floating somewhere in the snow.
25 We'll pick that up and download that data when

1 this year's stations go out at the end of the
2 month. The analysis of that data will occur
3 this summer.

4 SANDRA LOOMIS: Fall, maybe?

5 JARED WITHERS: I think by the
6 next meeting I should be able to share that.

7 Thanks a lot.

8 CHARLIE SASSARA: I'd like to
9 offer -- suggest an amendment to our agenda,
10 given the time that we have here, and the
11 thought was that the real meat of what we've
12 got in front of us is the best practices that
13 the operators are suggesting that they're going
14 to proffer for us, and that's the real guts of
15 changing behaviors and flight patterns and
16 getting results, and that given the timing that
17 we have here, that we're not going to get to it
18 with a sufficient amount of time to discuss it,
19 and I think that what they produced is
20 fabulous. And I want -- I'd like to offer that
21 we should give it real consideration in terms
22 of priority for the rest of the day, and so,
23 that's what I wanted to offer.

24 ERIKA BENNETT: That was going to
25 be brought up under other new business?

1 SALLY GIBERT: It would have come
2 up as soon as we're done with our briefings.
3 Several things. That's sort of the best
4 practices. That and recommendations for
5 feedback, two things going hand in hand. One
6 is the best practices; and the other part of it
7 is the best practices and monitoring of
8 progress on the best practices. Hopefully,
9 we'll have time to talk about both.

10 ERIKA BENNETT: I'd be on board
11 to get into the meat of that right now.

12 SALLY GIBERT: Is there any
13 information in the presentations that we
14 haven't had yet that are --

15 TOM GEORGE: I want to hear all
16 the things we have scheduled. We need to have
17 those as inputs.

18 ERIKA BENNETT: What Philip has
19 to say might influence that.

20 PHILIP HOOGE: It might, but I
21 guess I could offer another -- maybe split
22 option, but it may be that we just lay out the
23 information we have and try to abbreviate our
24 discussions, and hold off questions. And you
25 can broadly --

1 SALLY GIBERT: If we do
2 abbreviated parts. No questions and only ask
3 questions later, we feel like we need to,
4 relative to our discussion. If we can hold
5 ourselves to that, that might work.

6 MIRIAM VALENTINE: I'm sorry, was
7 that consensus by the group we're going to zip
8 through?

9 We're not going to do comment?

10 SALLY GIBERT: Yes.

11 GUY ADEMA: This is the update on
12 what the park's doing to get a handle on its
13 own aviation use.

14 We're doing three main items at
15 the park. Two years ago, we started this
16 effort; and we got a handle on our -- on our
17 track numbers, then we did a test of this
18 technology. During the past year, as you know,
19 we told you we'd come back and report on what
20 we did last summer. There's three items we're
21 working toward at the park level to kind of
22 improve -- reduce our own impact and assess our
23 own operation. The first is, we sort of looked
24 at four different aircraft that the park
25 commonly uses. R-44, A Star -- this is the

1 sound signature. Different frequencies of an
2 aircraft flying overhead at regular cruise
3 speed. The main piece to think of is that 70
4 decibels is considered annoying, and a three-
5 decibel reduction in sound is when typically
6 governments or municipalities find it
7 worthwhile. To achieve the 3 decibel, Jared
8 said in grad school he worked on a project
9 where they reduced the noise of the road about
10 3 decibels. It was worth the investment to
11 repave the road for 3 decibels. To give you a
12 sense of what happened, these are weighted
13 decibels. This is how the human ear perceives
14 the noise.

15 JARED WITHERS: It's a correction
16 for the human hearing sensitivity.

17 GUY ADEMA: You can see the
18 difference in some of the park aircraft. These
19 we're using when we're looking at future
20 contracts, when we start to see and have
21 potential for aircraft use, we start to take
22 these things into account, whether to put
23 requests in contracts, whether to replace a
24 Huey with an R-44 on a particular project.
25 These are things that the Park has been

1 thinking about.

2 A SPEAKER: Excuse me. I didn't
3 understand. Are we allowed to ask questions at
4 this point or not?

5 SALLY GIBERT: We're going to try
6 not to. If they become relevant to our
7 recommendations later, then we will. It's a
8 little awkward.

9 A SPEAKER: I can hold on.

10 GUY ADEMA: This is one area of
11 the park. The second is kind of looking at our
12 use. These are the hours we fly. These are
13 two different -- central Alaska code. We're
14 roughly a third, not exact measurement. These
15 are Denali-billed hours, plus the central
16 Alaska network-billed hours. This is kind of
17 where we are. When we assessed research
18 permits and things, currently we have a minimum
19 requirement for approving wilderness helicopter
20 landings. Every time they're flying a research
21 permit or other park activity, we consider it.
22 We don't yet have a limit on ourselves. We
23 don't say we'll only give flights for
24 researchers. We're starting to get a feeling
25 for what our numbers are, and why they're

1 changing. It's not quite as easy as you might
2 think. We have control over it all, but it's a
3 very diverse set of users. That's the numbers.

4 TOM GEORGE: Fleet hours is own
5 fixed hours.

6 GUY ADEMA: Fleet hours are
7 government-owned aircraft.

8 TOM GEORGE: Fixed wing.

9 GUY ADEMA: Government doesn't
10 own any rotaries.

11 TOM GEORGE: You succeeded.

12 TIM CUDNEY: I disagree. All
13 those are Army aircraft.

14 GUY ADEMA: Those aren't in here
15 either.

16 The next thing we've done is
17 we've talked about the tracking -- this is
18 really slow, sorry about that. You only see a
19 few of these. We've got GPSs on almost all of
20 the flights. Not every flight. Some
21 contractors we had were great about e-mailing
22 right after going somewhere. Once in a while
23 the pilot forgot to push the button. Our goal
24 was to get the general pattern in the part to
25 do a test to see what the pattern of

1 distribution is. And we can look at it by
2 month and you can see May has got a lot of
3 climbing activity, a little bit out west.
4 That's probably a bear out west, did some
5 wildlife surveys in the northeast section of
6 the park. June, July, more mountain use.
7 August, September, very little southside use.
8 We put it all on a map. You get a giant
9 spaghetti map. A pattern of use of the park
10 traffic and park activities.

11 NANCY BALE: Can you do those
12 months once again?

13 GUY ADEMA: Yeah. We can look
14 through the summer real quick. I want to skip
15 to my time zone. May -- can we break this up?
16 We pulled out a few events to look exactly how
17 each event is.

18 TOM GEORGE: Can you say a word
19 about -- this is really great stuff. Can you
20 say a word about the difference? You've got
21 clearly some repeat patterns going, and the
22 they wander around. What's the nature of the
23 activity?

24 GUY ADEMA: Those are wildlife
25 surveys. In the repeat patterns to the -- out

1 this way, this is people going to Kantishna for
2 some reason, then maybe starting a mission from
3 Kantishna once they have fuel.

4 TOM GEORGE: Over to the west,
5 keep going left, what's right there?

6 GUY ADEMA: There may have been a
7 fire here. I'm not sure if it's a fire or
8 wild -- it's May. I'd have to look into every
9 individual event. Fire or wildlife are the
10 concentrated. They're all on one -- I'll show
11 you a fancy map at the end.

12 PHILIP HOOGE: Those were
13 reducted for --

14 GUY ADEMA: For each one, we have
15 to look at billing statements.

16 These are wildlife surveys in
17 June or July.

18 SANDRA LOOMIS: We don't have all
19 of these, right?

20 GUY ADEMA: I didn't print all of
21 these.

22 BRIAN OKONEK: You can see that
23 those, these multi color are pretty easy.

24 TOM GEORGE: August, September,
25 pretty light.

1 GUY ADEMA: It drops off. We
2 lose the park helicopter -- I don't think the
3 guys were as good as compliance.

4 TOM GEORGE: To beat Nancy to the
5 punch, what are the tracks coming from the
6 headquarters to the right, in that area there?
7 What's the nature of that?

8 GUY ADEMA: We'd have to look,
9 could be some VIP flights --

10 TOM GEORGE: You wouldn't take
11 VIPs there, would you?

12 GUY ADEMA: It could be some sort
13 of patrol. Especially, these are probably more
14 patrol flights.

15 PHILIP HOOGE: Those are patrol.
16 The other ones are related to flights from
17 Kantishna, taking one of two pathways -- one or
18 two passengers.

19 GUY ADEMA: We can look at the
20 differences between fixed-wing and helicopter,
21 start to look at where our own use is and how
22 we could improve where we wanted. We look for
23 problem areas. We can start to look, reporting
24 for what these colors are, you've got copies of
25 this. We took our best guess who gave us the

1 GPS and what the flight was. If we wanted to
2 get more effort into it, we could look at what
3 flights are ferrying.

4 This you don't have. My printer
5 ran out of color last night. What this is is a
6 topographic map of the density of the
7 one-second data. So the Track 1s, one-second
8 point data. That's probably not the best way
9 to do it. We probably should have done a
10 distance. You've got some air imposed by the
11 speed of the aircraft. The goal of the project
12 was to get a distribution of our flights, and
13 this is -- the distribution of our flights is a
14 topo map, when the points are closer together.
15 What you have as the general, we have an
16 internal poll, so try and fly out, and not fly
17 out of the core of the park when possible.
18 Particularly for Kantishna. You've got flights
19 going out here. The other half are going on to
20 the core for some reason. And then we have
21 nodes for mountain use. And then we have nodes
22 for either fires, hazard fuels, or wildlife
23 surveys. This is the bear capture. This is
24 the bear capture. In the spring. So we can
25 see in this pattern it will change each year.

1 Where these little balls are, will change each
2 year, based on a fire or wildlife event or
3 something, but this is our general pattern of
4 use over an entire year of administrative --

5 PHILIP HOOGE: Only through
6 multiple years -- because -- there's the
7 high-density areas which are representative of
8 repeating patterns, but there's also just
9 yearly variation, so it's only through multiple
10 years could you get a feel for -- but in a way
11 this is a lot more representative, robust for
12 what the distribution is of flights when you
13 look at those track logs.

14 TOM GEORGE: What do you do in
15 the fire situation?

16 GUY ADEMA: What do we do?

17 TOM GEORGE: These fire nodes,
18 what's going on there?

19 GUY ADEMA: It's typically
20 monitoring. They go out and map the fire
21 perimeter, or they do hazard fuels reduction at
22 a nearby cabin site or they'll water at a
23 nearby cabin site. Typically, it's just going
24 out to map it is the most common use.

25 PHILIP HOOGE: In certain

1 circumstances, like the fire that we put out,
2 you know.

3 SANDRA LOOMIS: What year -- is
4 this a particular year?

5 GUY ADEMA: This is 2010 --
6 sorry, 2009. We used four different kinds of
7 GPSs. We tried to use the cop ones, you know,
8 that move whenever the car moves. We didn't
9 get 100 percent compliance, the goal wasn't a
10 census. We were trying to get a pattern.
11 We'll probably do it one more year and decide
12 whether to make this a bigger program and get
13 more detail or if this is more. This is what
14 the Park's doing.

15 NANCY BALE: The red Figure 8, is
16 that off the Stampede Air Strip in there
17 someplace?

18 GUY ADEMA: That's probably
19 Stampede Air Strip.

20 NANCY BALE: A bear capture put
21 all that red in there.

22 GUY ADEMA: You have a plane and
23 helicopter in the place for that.

24 PHILIP HOOGE: This is time
25 weighted. I actually think time is better

1 representative of potential conflict with a
2 user.

3 TOM GEORGE: In terms of the
4 units here, of your own most dense area, how
5 much time does that represent? You could pull
6 that out of here.

7 GUY ADEMA: A lot of analysis.

8 TOM GEORGE: This is getting
9 exciting.

10 GUY ADEMA: We did try to peel
11 off the distance above-ground level. You get
12 major conflicts where the DEN is off by a
13 hundred meters. We weren't able to peel off --
14 we tried to find --

15 TOM GEORGE: Save the data.
16 Better DEN is coming.

17 PHILIP HOOGE: The way to think
18 about this, these aren't absolute values. This
19 is over -- the curve is over one. Basically,
20 what it means is that this is a portion of the
21 time, you know, of the time you have of all
22 flight activities. You can calibrate it and
23 say, what do those colors mean in terms of
24 numbers? But --

25 GUY ADEMA: Like last time. The

1 technology we're getting better and better at
2 it. If any of you wanted to sort of at least
3 get your patterns, we could help do that and,
4 hell, you know, deal with database stuff. For
5 each of these maps it takes about 40 minutes to
6 crunch it and compute it. These days it's an
7 eternity GIS processing. It's about three
8 weeks with a GIS guy. About three weeks for
9 one of my seasonals to run around and chase
10 GPS's and some time of others.

11 NANCY BALE: E-mail of the data.
12 You plug the instrument into a computer and you
13 get a packet of information --

14 GUY ADEMA: Dennis Miller is
15 flying an animal survey. We'll request he send
16 us a track load. He gets home, downloads his
17 GPS --

18 NANCY BALE: That's easy for
19 them.

20 GUY ADEMA: It's easy for
21 everybody. Very easy for those that are
22 willing. And less easy for those that are
23 busy.

24 NANCY BALE: How long does it
25 take?

1 TOM GEORGE: Once you get around
2 to it, it's probably three minutes to manage
3 it. I do it for my aerial photography stuff.
4 It's another thing you have to do.

5 A SPEAKER: Quick question. Turn
6 back to the first graph --

7 TOM GEORGE: Sure.

8 A SPEAKER: I love scales. Is
9 that mislabeled dBA when it should be dB? Or
10 is that STL max?

11 JARED WITHERS: That should --

12 A SPEAKER: That's indicating
13 that the plane's 70 some dBA for the R-44.
14 When you look below, it's 68.67.

15 JARED WITHERS: That should be
16 dBA instead of dB.

17 A SPEAKER: Do you plan to put
18 that third octave dBA and reissue this graph to
19 the pilots?

20 GUY ADEMA: This is for our own
21 internal management use. I think the FAA has
22 much more informal versions of this. This is
23 at our airport in our standard weather
24 conditions.

25 MR. DENKEWALTER: In the

1 relationship earlier, you can obviously zoom in
2 on these things. You can answer the question
3 quickly. I'd like to see that out.

4 Way down bottom right.

5 GUY ADEMA: I'm on PDF. Let's
6 see what happens. The line width might kill us
7 down there.

8 TOM GEORGE: It's a start. The
9 line width.

10 GUY ADEMA: But the line width,
11 this is 100 days.

12 MS. PIKE: I am Beth Pike.

13 TOM GEORGE: Welcome. You made
14 it.

15 GUY ADEMA: The line width is not
16 appropriate at that scale.

17 MS. PIKE: I think it is.

18 TOM GEORGE: Are you going to add
19 that to Jared's sound Web site? These are
20 really worthy of some thought.

21 GUY ADEMA: This is a report that
22 happened today. It can go on that Web site.
23 We don't have a formal report that goes with
24 this, supporting data.

25 TOM GEORGE: No, this is very

1 impressive. Thank you.

2 SALLY GIBERT: Thank you.

3 PHILIP HOOGE: I was hoping to be
4 real brief about this, but I just wanted to
5 share some of the larger picture real quick
6 with you about research in the park, and
7 then -- because I think there were several
8 questions that Miriam said were out there, and
9 then talk real briefly or just put up the Peter
10 Vic surveys so everybody sees what's going on
11 with that backcountry survey.

12 Everybody got a copy of the Park
13 Science Magazine? It's good literature.

14 GUY ADEMA: This is the article
15 we discussed earlier. This gives a discussion
16 to the overflights group. We're a model group
17 to the air tour advisory. So this sort of
18 talks about what we're doing in light of the
19 soundscape model.

20 PHILIP HOOGE: Everybody got a
21 copy of that. Then I have three documents that
22 if anybody is interested in, they can grab.
23 One is current research at the park, broadly,
24 which is what's happening. If you want to get
25 a feel for that.

1 The other one that might be more
2 relevant, is that Denali was prototyped
3 nationally for a large resource park doing
4 something called a resource stewardship plan
5 which is a strategic research plan for the
6 park. And we are the model for the service, so
7 this is going to be done in other parks.

8 But it is -- there's a larger
9 document which is a very detailed plan that
10 says exactly what we're going to do for 20
11 years. It talks to the fundamental resources
12 about values of the park and why it's
13 established and kind of gives you that broad
14 contextual park. A lot of that is inside the
15 pretty picture version which has nice -- lots
16 of little stories and lots of little graphics.
17 This makes good bathroom reading. You might
18 want to pick this up. It's fun.

19 But that kind of gives you a
20 context of the totality of the social science
21 research that we're doing. The soundscape work
22 and the bigger goals in terms of what our
23 enabling legislation says we need to maintain
24 and what research we're going to do on that.

25 The -- we wanted to just put

1 up -- I guess a couple questions about Pete
2 Vic's survey. I'm not Peter Vic, so I can't
3 tell you all the logic that goes into here. I
4 do want to say in general for our social
5 science, it's a real science. There's a lot of
6 caveats about doing social science. I
7 always -- there's the -- when I'm working on
8 physical science stuff, people never question
9 when I do that. When I work on wildlife, but
10 everybody is human, so they -- it's easy to
11 think that social science isn't a complex thing
12 to do, but it is.

13 Plus -- so we have professional
14 social scientists who do this work. In
15 addition, we have this other overlay of
16 government bureaucracy to this. The Government
17 Paperwork Reduction Act. We go through an OMB
18 process every time we ask the public questions.
19 That review process became broken last year.
20 It's getting better. It was taking a two-year
21 period to make a change. It's hard to get the
22 tools in there. They're extremely useful for
23 understanding stuff. It's not like I can go
24 there for two sets of reasons and get
25 questions, change that place. If somebody

1 wants to add to this, we can proactively think
2 in the future. One, because of OMB; two,
3 because there is a real critical evaluation and
4 peer review process that goes into establishing
5 surveys and how they can be delivered
6 statistically, validly.

7 This survey -- the purpose of
8 this survey is much broader than the
9 soundscape, that do with the implementation of
10 the backcountry plan and to obtain an
11 understanding to quantify people's impressions
12 of a lot of the resources and values that we're
13 trying to reserve in the backcountry plan.

14 You know, it obtains the general
15 demographic data to place things and asks
16 people -- there's a relatively short series of
17 questions here about whether you experienced
18 any of these different things in the park.

19 And I'm not going to go through
20 and read all these items.

21 But, you know, you rate your
22 impression of these things.

23 NANCY BALE: These are traceable
24 to the indicators and standards for the most
25 part in the BCMP?

1 PHILIP HOOGE: You know, there is
2 not a -- no, there's not a direct linkage in
3 the sense of what we said are indicators and
4 standards. They trace back to desired
5 conditions and fundamental resources and values
6 within the park. So they in a sense are
7 helping to address that broader. This is a
8 research project rather than a monitoring
9 project to monitor things through.

10 NANCY BALE: There are some
11 familiar, kind of similar things, too.

12 PHILIP HOOGE: Yeah.

13 BRIAN OKONEK: How will these be
14 distributed to visitors this coming summer?

15 PHILIP HOOGE: There is a variety
16 of mechanisms in order to get a statistically
17 valid sample. Getting these backcountry users
18 are a little bit more complex than our standard
19 user groups. We have nodes of activity, people
20 on buses, trying to catch buses. Mainly these
21 are being exercised on the north sides of the
22 backcountry office through the permit process
23 when people get their permits and then in
24 Talkeenta, John, do you -- do you know how
25 exactly they're going to be -- there's -- I

1 know there's an effort on the north side to get
2 a statistically valid sample. I just don't
3 know the details.

4 JOHN LEONARD: I'm not sure.

5 PHILIP HOOGE: This was an area
6 partitioned by the probability of use of
7 different areas, so effort is being directed
8 towards -- some greater effort is being
9 directed to the higher density areas.

10 BRIAN OKONEK: But these will be
11 given to -- like some of the climbers going to
12 Little Switzerland and the --

13 PHILIP HOOGE: This one isn't
14 targeted towards climbers.

15 TOM GEORGE: This is a northside
16 study is what I was told when I asked about it.
17 I don't think this is south side at all.

18 PHILIP HOOGE: My understanding
19 was that they were trying to get some south-
20 side backpackers out, climbers.

21 TOM GEORGE: If I can comment.
22 The question, probably most of interest to us,
23 out of this four-question survey is that
24 motorized noise one. And, again, it's
25 motorized noise, equipment, landscape

1 modifications and trash. So, again this isn't
2 broad. It isn't targeting just sound or just
3 aviation. So I mean I think this will be very
4 interesting to see; and as I understand it, you
5 also are recording what unit you're in -- you
6 were in prior to answering these questions. So
7 there will be a geographic distribution to the
8 answers that might help us, you know, look at
9 some of these maps and stuff. That's all very
10 exciting.

11 PHILIP HOOGE: It's not a social
12 science. It's designed to drill down to all
13 the perceptions of sound.

14 TOM GEORGE: It is capturing some
15 perception of sound.

16 PHILIP HOOGE: Some of those
17 variables. And then --

18 GUY ADEMA: This is almost the
19 next agenda item.

20 TOM GEORGE: I guess there is one
21 detail about this. It's my understanding that
22 for the most part you're going to collect
23 these -- you're going to deliver these surveys
24 to the people when they get to the road system
25 before they even get on the bus or something?

1 PHILIP HOOGE: When they get the
2 permit.

3 TOM GEORGE: It sounds like some
4 of these are going to be given out in advance
5 before the people went to the field, and that,
6 to me, is a very serious question because
7 there's a huge difference between whether you
8 know what questions you're going to be asked
9 before you go out there. Therefore, you pay
10 more attention versus you're asked when you get
11 back. You have to go back to what you
12 recollected between what you would have
13 remembered if you knew what the questions were.

14 PHILIP HOOGE: That was a
15 question in review. I can't think of all the
16 reasons that the social scientists and OMB
17 decided that was not a driver in this case.
18 Not to say your concern is not -- doesn't have
19 a validity, but it didn't go through -- it did
20 go through peer review and OMB review.

21 We have done numerous studies at
22 the park, and found that we -- there's been a
23 lot of concern with concepts such as slipping
24 baselines and stuff with people's perceptions,
25 and there's been actually a notable amount of

1 research in the park, namely due to Bob
2 Manning's work on backcountry perceptions,
3 which showed, it's actually kind of nice for
4 evaluating these things. Things that stay
5 stable over time and they're relatively
6 independent of a lot of these variables like
7 preconceived notions.

8 A good example of that is
9 consensus of crowd across visitor groups.
10 Whether you're a bus driver or a hiker, you
11 have about the same experience when you're on
12 the bus and you see crowding at a wildlife
13 stop. You have the same desire or
14 preferability. You only differ when you're
15 being displaced from the park, your likelihood
16 of not wanting to come back to the park.
17 There's been -- so, that's -- so far the
18 research indicated that there's a lot of -- you
19 can use these tools for getting some of these
20 questions.

21 TOM GEORGE: I'll do a little
22 more --

23 PHILIP HOOGE: I don't know if
24 that answered all your concerns.

25 MIRIAM VALENTINE: Sound

1 standards review.

2 GUY ADEMA: In advance of the
3 five-year review of the backcountry plan, in
4 order to assess the sound standard, we've been
5 doing one thing that was the major investment
6 in the sound program. So that was coming up
7 basically with Jared and money for Jared to
8 operate and getting a feel for what the
9 conditions are across the entire park, prior to
10 the backcountry plan. As you know there are
11 only a couple sites that we have any kind of
12 data on. That's the biggest piece we're doing
13 in advance of some sort of review of standards
14 in the backcountry plan. The second piece
15 we're doing is the social science approach.
16 This year we asked for technical assistance
17 from our national office and are working with
18 them to develop a statement of work that will
19 go to a contractor or co-operator, one being a
20 university type, one being for profit. We
21 don't know which one we'd use or how it would
22 work. Develop a statement of work to ask for
23 assistance. Develop social science for what
24 are soundscape standards. What we're doing is
25 approach it, is we'll first do a survey to see

1 what sort of indicators people are sensitive to
2 in the backcountry of the park, and then the
3 other Phase II would be developing social norm
4 curves on those indicators, similar to the
5 other study. At what point for an indicator is
6 a person unlikely to return to Denali. For one
7 point is a person to have a -- we're taking a
8 scientific approach in evaluating potentially
9 new indicators and assessing the backcountry
10 plan.

11 The primary use of this will be
12 to assess is the current experience in the
13 backcountry in compliance with the desired
14 conditions? If it is, then that would
15 inspire -- the result of the survey could
16 inspire some the reassessment of those
17 standards that are in the backcountry plan.
18 Some sort of public process to reopen that.
19 So, that survey -- again, this year it's
20 unfunded. We're taking a lot of time to make
21 sure we're doing the statement of work properly
22 to get it out. The second piece will be a
23 contract to go out. If it stays on funding
24 track, which we don't know, which will be FY11
25 and '12, it will be right in line to give

1 information. If somebody does have an analysis
2 of backcountry plan, this will have the
3 information we shared, both the measured
4 information and the other information. That's
5 sort of how we're preparing to handle that. I
6 think that this group -- some opening of the
7 backcountry plan process would obviously have a
8 lot of strong recommendations to give. But
9 that would be a separate public process.

10 SALLY GIBERT: You'll be looking
11 at reevaluating not just the standards, but the
12 indicators as well?

13 GUY ADEMA: Yeah, I should be
14 careful that we're not looking at them in
15 advance of changing the backcountry plan.
16 We're using them to evaluate, what's people's
17 experience out there. Are they enjoying it or
18 not? Are they going to come back or not? If
19 these different standards turn out to be really
20 quite useful and appropriate, any kind of
21 public revision of the backcountry plan could
22 incorporate those standards instead of or in
23 addition to the current standards.

24 So the standards we've developed
25 a bit within -- correct me when I misspeak if

1 you've heard something more recent. Some of
2 the standards are in evolution in our national
3 program. Especially the Lower 48 parks, the
4 management plans. They're trying to trend to
5 things that are more biologically attuned
6 versus hard numbers. They're choosing more
7 numbers biologically based. It's in flux, so I
8 guess our approach is to take what they're
9 learning, but also ask people what -- the
10 question that would lead us toward our
11 indicators.

12 PHILIP HOOGE: This isn't
13 changing -- the fundamental resources and
14 values as identified in the backcountry plan
15 and the desired conditions in the backcountry
16 plan are the same. What this is just doing is
17 looking at the -- looking at potential
18 indicators and standards of that, and
19 approaching it with some other analysis tools.
20 Some similar analysis tools.

21 So, it's kind of -- it's changing
22 the measuring, the yardstick.

23 GUY ADEMA: For acoustics, I'd
24 say those are the two things we're doing to
25 prepare for that time when, you know, someone

1 may initiate a holistic review of the
2 backcountry plan. We'll have those things to
3 look forward to. If we want to, the actual
4 process to change the backcountry plan would be
5 a public process, whether it's a large piece or
6 small piece. We're focused now on just getting
7 an update to see how we're doing against the
8 plan.

9 SALLY GIBERT: You're talking
10 about meeting biological measurements?

11 GUY ADEMA: The direction of
12 acoustical science, the sound level at which
13 you can't talk to your friend. The sound level
14 which you wake up. Sound level of what a
15 bird --

16 SALLY GIBERT: That's how you're
17 using it.

18 GUY ADEMA: The focus which an
19 animal no longer relaxes.

20 PHILIP HOOGE: Those are mainly
21 tied around values and so experiential, the
22 social norms occur --

23 GUY ADEMA: They'll be based on
24 users' experience in the park.

25 TOM GEORGE: This -- is this

1 process going on in other parts of the country
2 right now, or will this be the first time
3 you're doing this? Are you leading the way at
4 Denali, or are there efforts going on there?

5 GUY ADEMA: Muir Woods in
6 particular -- the smaller places have focused
7 studies. Muir Woods has had some of these kind
8 of studies. There are examples. As far as I
9 can tell, Yosemite has had some, that's a
10 fairly focused use area. This is a
11 disbursed-use area. I think this is the
12 largest area it's been applied to. A lot in
13 progress, though. It's hard to brag that we're
14 the first trying it. It's not well developed.

15 TOM GEORGE: I heard so many
16 things about bragging. I want to see if there
17 are other efforts to reach out and see what
18 others are doing.

19 GUY ADEMA: We're having a hard
20 time finding a second set of contractors to get
21 some competition into it. There are two,
22 Colorado State University and RSG in Vermont
23 really have a lock on the social norm stuff
24 with the national parks. So they have quite a
25 lot of experience evolved over time. We're

1 looking for a second or third bidder to see
2 what else they could offer the process. There
3 are two groups that developed a lot of these
4 for the national parks.

5 TOM GEORGE: You're actually
6 going to them for help on the statement of
7 work. You're working on a statement of work --

8 GUY ADEMA: With the national
9 outfits. We're trying to put a lot of work
10 into the statement of work with the co-operator
11 or contractor. It would be the actual design
12 of the survey instruments, the timing of the
13 study, and all that kind of stuff. What
14 happened with the contractor/cooperator? It's
15 that first stop.

16 TOM GEORGE: Does that process
17 have to go through the same process?

18 PHILIP HOOGE: Surveys have to go
19 through OMB. Any time we do human subject
20 surveys, we have to go to OMB.

21 GUY ADEMA: That's changed a lot.

22 PHILIP HOOGE: Speed of process
23 and techniques we go through OMB. We've asked
24 for OMB. The secretary ends up making that
25 happen. I wanted to differentiate between --

1 we're more cutting edge about this part. The
2 whole part about looking at experiential
3 aspects or social norms, well-developed
4 science, and that part is not, you know, for
5 other experiential values. This is the
6 approach that we're taking on the road capacity
7 issue.

8 GUY ADEMA: The acoustic piece.
9 It's been done many places, and there are
10 groups developing it. There's a lot of
11 questions you ask people about sound
12 experience, headphones after the trip. All
13 these things we've wrestled with. That's our
14 plan.

15 SALLY GIBERT: Okay. Thank you.

16 TOM GEORGE: I'm glad to hear
17 you're working on this. I think that sounds
18 very positive. I do think this council will
19 need a little educating in some of those
20 techniques at an appropriate level. I'm not
21 trying to make a scientific investigation about
22 it.

23 GUY ADEMA: As we get closer to
24 the future.

25 TOM GEORGE: Just like Jared came

1 in and educated us on his acoustic
2 measurements, we're still living with that, but
3 we'll survive.

4 SALLY GIBERT: That's good --
5 just to get a sense from the public members
6 here, is there anybody that's going to want to
7 say anything today that they know about ahead
8 of time?

9 MS. PIKE: I don't know if you've
10 already spoken about my issue.

11 SALLY GIBERT: We actually spent
12 quite a bit of time. If I can just talk with
13 the flight service people and stuff, maybe not
14 waste everybody else's time, because I've
15 already e-mailed --

16 TOM GEORGE: The area manager is
17 probably the principal person you want to talk
18 to, Steve Hanson. He was here earlier.

19 SANDRA LOOMIS: 2278.

20 NANCY BALE: Our court reporter
21 needs a brief break.

22 TOM GEORGE: Let's do one.

23 SALLY GIBERT: Five minutes. Try
24 to keep it really short.

25 (Break.)

1 SALLY GIBERT: Do we have anymore
2 information, presentations? I think we're
3 done.

4 CHARLIE SASSARA: Can you guys be
5 quiet, please?

6 SALLY GIBERT: Anymore public
7 comment at this point before we dive into the
8 real world? And your name?

9 MR. CRAVER: Ed Craver. Some of
10 you know where I live, but I live at the nexus
11 of probably the greatest source of acoustic
12 activity in Susitna Valley of anybody, live at
13 the end of the runway, next door to the
14 railroad and I'm on the river.

15 The reason I came is because I
16 had an unfortunate incident within the last
17 week and a half or so where eight chinook
18 helicopters came over my house and I figured
19 that I was going to be windowless soon
20 thereafter.

21 But that's -- that is not the
22 thing -- I've never had that extreme an
23 experience.

24 And certainly I know living where
25 I do, I wouldn't trade it for any other spot in

1 Alaska just because I have the river; I have
2 the mountains. And it is noisy. I mean, it's
3 incredibly noisy, and I -- it goes with the
4 territory.

5 But the problem for me is just a
6 little consideration would make all the
7 difference. Not just me. The other day I was
8 at the library and the Chinooks were hauling
9 stuff, slinging it right past the library and
10 the kids were having a story hour. I mean --
11 it was not good.

12 And there was also fixed-wing
13 pilots that, obviously, have no real
14 understanding of what it means to be in the
15 prop wash. It's just -- just seems to me if we
16 can show a little consideration for animal
17 acoustic tolerance, maybe we could do the same
18 thing for humans.

19 And I -- you know, I think as
20 things continue to expand and develop -- sure,
21 I mean I've been at the farm for 40 years. In
22 the early years, I used to get a little annoyed
23 with Cliff Hudson. He had a three-bladed prop
24 that just absolutely would cut through you.

25 So it's been -- it hasn't -- it's

1 just not a recent phenomena. I just think
2 that, you know, if we can be concerned about
3 noise pollution out in the hinterlands, maybe
4 we can do it a little bit to deal with the
5 situation at its source.

6 So, I thank you very much. I
7 mean, if you have any questions.

8 SALLY GIBERT: Thank you. We did
9 have quite a discussion earlier today.

10 MR. CRAVER: And I didn't know
11 what the agenda was.

12 SALLY GIBERT: Anyway, we did
13 have a very productive discussion, and I think
14 that there's some good stuff that came out of
15 it.

16 MR. CRAVER: Good. It's not just
17 me.

18 MS. PIKE: Oh, no, those Chinooks
19 go over our house. It's like they're aiming.
20 They're a lot lower than the planes.

21 MR. CRAVER: They do damage.

22 BRIAN OKONEK: Ed, I've got a
23 question. If they approach or depart a little
24 bit more west of your house --

25 MR. CRAVER: All I would ask, my

1 fondest dream would be if planes just flew down
2 the river tracks. It's only when you're right
3 underneath a prop that it affects people. I
4 don't think that it's going to expend that much
5 more energy just to fly another 100 yards to --

6 BRIAN OKONEK: So continue south
7 at your place before they get out over the
8 river?

9 MR. CRAVER: Yeah, but -- okay.
10 Thanks again.

11 SALLY GIBERT: Thank you.
12 Anybody else?

13 PETE HUGHES: My name is Pete
14 Hughes. I'm a 40-year Alaskan. I've been a
15 practicing doctor up here for 40 years. I'm
16 currently working at the Sunshine Clinic. My
17 family spent many, many years in and out of
18 Denali, one of the real thrills, the Serengeti
19 of Alaska. I'd just like to relate one very
20 disturbing and unfortunate incident among a
21 couple which my son and I experienced probably
22 six years ago. We had a backcountry permit.
23 We were alongside, far end alongside the
24 thoroughfare to the west of it. And we spent
25 the day hiking and climbing and we ascended a

1 plateau which we observed from a distance where
2 there were a flock of Dall sheep. We ascended
3 the plateau; the sheep weren't disturbed; we
4 were among them, and communing with them.
5 Essentially, well, right over the deck came two
6 fixed-wing twin-engine planes. You could
7 imagine the fear and the panic as the sheep
8 scattered and the disgust and anger which we
9 felt at that moment. And they were followed
10 shortly thereafter by three white-and-green
11 helicopters right smack on the deck as well.

12 Ruined our experience to be sure.
13 We reported it to the Parks superintendent. I
14 cannot recall whether we received a response
15 from them, but as one who is a firm believer in
16 park values and wildlife, and is currently
17 spending much of my life on behalf of
18 conservation of wildlife, this is completely
19 incompatible with park values and I think at
20 least one case in point why certainly attention
21 needs to be placed on noise and noise
22 pollution. Thank you.

23 SALLY GIBERT: Thank you.

24 Okay. What's our starting point?

25 Do we want to pick up best practices?

1 Okay. Everybody grab your
2 handouts from earlier today.

3 The best practices. Just to --
4 I'm going to maybe do a quick introduction
5 about what I think this is, and maybe turn it
6 over to Tom or Suzanne since I wasn't involved
7 with the making of this project.

8 This project was developed by the
9 aviation working group, which is a -- which
10 includes some of the members of this group
11 working informally with whatever air tour
12 operators wanted to be involved.

13 So it was quite open-ended, to
14 get together and talk about what things that --
15 local pilots could do to make it better, to
16 maybe just boil it down. This is sort of about
17 voluntary measures which is what we're all
18 about, and ultimately voluntary measures have
19 to do with what the air tours can and are
20 willing to do to be helpful and still be
21 economically viable. And this is a starting
22 point. So with that introduction, I'm not sure
23 who wants to introduce this and talk about it
24 while I cough.

25 TOM GEORGE: Actually, I think we

1 explained earlier in our report for the working
2 group what we had done, and -- at the moment
3 I'd say this is covered in the April 13th, 2010
4 version of the document for now. But,
5 obviously --

6 SALLY GIBERT: Was this modified
7 since last year's?

8 TOM GEORGE: Yes, it was. We
9 corrected it.

10 SUZANNE RUST: There were minor
11 little -- typos and then, you know --

12 TOM GEORGE: Fixing the old
13 problems and adding some additional
14 descriptions, specifically, in the Triple Lakes
15 Trail area.

16 SUZANNE RUST: In the discussion,
17 the discussion was really valuable. I mean, I
18 learned a lot. It's too bad Joan couldn't be
19 here. Brian was there. Nancy. It was a
20 really good discussion. I think even though we
21 didn't change this document a ton, we're still
22 moving forward, and I think one of the things
23 that came out of that is we were going to try
24 to spend some time with Tim and look at areas
25 around these -- you know, this sensitive area

1 that Nancy and Joan had worked hard to define
2 and kind of understand where people are.

3 This is one goal, I think of this
4 summer, is to just really become familiar -- I
5 think that's one of the things for those of
6 us -- I mean, for all of us is to understand
7 what's happening, get kind of our head around
8 it.

9 And so that's really good -- she
10 was really good for me.

11 And then from that we developed,
12 you know, a recommendation -- I think that that
13 was also part of the work, and I think we need
14 to -- I think what came out of it, ultimately,
15 was that we need some feedback; we need to know
16 that this is the right direction; and -- or
17 it's not. So, I think -- maybe I don't know if
18 that encompasses what you guys felt happened at
19 the meeting, but --

20 BRIAN OKONEK: I think that and
21 we talked, you know, a lot. Joan brought the
22 maps about where the most popular hiking routes
23 were, and they're very similar to what Nancy
24 showed earlier, and how the closer planes -- if
25 you're operating out of the park area, the park

1 headquarters area, Healy or the south strip
2 park entrance there, if you're flying towards
3 Denali, you can stay right close to the crest
4 of the range or south of it, you've minimized
5 the least number of backcountry users.

6 And in the elevation you fly out,
7 you know, staying, higher above the terrain and
8 further away from the main features where
9 people are, such as Denali, horizontal distance
10 you can keep, the less impact there's going to
11 be to it.

12 SUZANNE RUST: Another thing that
13 was surprising to me through some of these
14 discoveries, it seems to be offset being so
15 much more important -- there's little effect.
16 It's not as effective as being as vertically
17 high. It's being --

18 TOM GEORGE: Horizontally
19 displaced, we think.

20 SUZANNE RUST: Being offset is
21 far, far -- when I first came in this, not
22 understanding sound in the least, we'll just
23 stay high; we'll just stay high. You know
24 what -- it doesn't make that big of a
25 difference. When we went in and spent some

1 time in the gorge the other day and had an
2 experience. Boy, it makes a difference if the
3 plane's out there versus right here, you know,
4 it really does. You know being high right
5 above you, you know, is still noisy. So there
6 were some things, certainly to be learned. And
7 there are things that can be done.

8 I think that that's part of the
9 goal this summer is to work toward taking other
10 steps.

11 And it's also getting everyone on
12 board, and getting them to buy in, because
13 without getting all the operator support, we
14 don't have anything.

15 BRIAN OKONEK: Right.

16 CHARLIE SASSARA: I think this is
17 really a remarkable transformation from the
18 group, because if you think a couple, few years
19 ago, there was still contention that we didn't
20 have a problem, and now we're actually -- you
21 guys are producing solutions.

22 And I really applaud it.

23 And in talking to operators about
24 the process, a couple things came up that I'd
25 like to offer the group, which is that there

1 was similarly a natural hesitation to codify
2 practices that there was a little bit of fear
3 that these things could turn around and be put
4 in a concession for a minute and then become a
5 permanent part of operating procedures.

6 And that would be a big mistake,
7 you know, talking to the park now, because the
8 way -- the market and use patterns are going to
9 change, and we're going to find that some
10 things work better and not, and it's
11 situational or -- and almost seasonal, and so
12 that these practices may be good for this year.
13 Maybe they're good for a couple. Maybe they're
14 not good for a season and moves around. That
15 should be acknowledged that this is not a
16 permanent state. It's a condition of the
17 assessment of what the situation is now.

18 And so that they had some
19 trepidation about being more aggressive with
20 them because they thought that they would be
21 turned around and be used against them as a
22 measurement tool, and so I'd like to support
23 that, that they don't become codified.

24 And then maybe this next year we
25 could look at -- and it was unfortunate I was

1 not in the state when this occurred, but that
2 there's some principles that we operate under
3 or that the operators have that guide them in
4 this thing, and the real simple one that came
5 to my mind, and -- is simply that at the end of
6 the day we're trying to get the maximum
7 distance possible or separation between -- and
8 maybe it's time -- between the aircraft and the
9 ground-based activity. When it gets right down
10 to it, we're trying to get them further apart,
11 be it left, right, high, whatever. The reason
12 I mentioned time is that the seasons will
13 change usage, and there won't be a conflict.
14 Like, in August, who cares about -- you could
15 skip off the -- skip off the top of the summit,
16 because nobody is going to be there, right?
17 It's a different experience.

18 So, I think that this is
19 fabulous, and that what the park is -- and what
20 John is going to do to help monitor the success
21 of this is going to be integral, and the other
22 thing that came up today was -- in the
23 discussion of the lady's cabin, was that, you
24 know, how we should be open to how are we going
25 to keep these initiatives going through a

1 season. Because it's hard, because it gets
2 polluted. People get tired. It's a struggle.

3 So, I wanted to just offer the
4 perspective that I'm really encouraged by this,
5 and I want us to see if we can measure its
6 success. And then look at an overarching
7 principle that guides these as they go forward
8 in time, but not let an individual practice
9 become a -- you know, codified. Thanks,
10 Suzanne.

11 PHILIP HOOGE: Could I clarify?
12 I wanted to make sure I heard things right.

13 As you said, there was a -- there
14 was a -- I understand the part about codifying
15 and all that, the whole concept here is we're
16 trying an alternative approach. But you also
17 said that there was a fear out there that these
18 would be used as a measurement tool, but at the
19 same time I hear a strong --

20 CHARLIE SASSARA: I misspoke.
21 I'm sorry. What I meant to say is it goes back
22 to the codification in their concession. That
23 was it --

24 PHILIP HOOGE: But the group
25 ubiquitously really wants to be able to

1 quantify their success and see whether it made
2 any difference.

3 CHARLIE SASSARA: Very much so,
4 definitely.

5 BRIAN OKONEK: In just taking it
6 on the best practices, for example, it would be
7 wonderful if we can find out, you know, from
8 what the park Rangers experienced on Denali
9 that these are working, that -- by, you know,
10 gaining altitude back there by the East Fork of
11 Kahiltna, and flying straight and level from
12 going to Kahiltna Pass and thereon, reduces the
13 impact on the climbers on the west buttress and
14 camping at 11,000. And flying well to the
15 north and to the south for other flights, makes
16 a better experience for summer flights on
17 Denali. It's a different environment. You've
18 got big mountains; you've got thin cold air.
19 The sound really carries. It's incredible to
20 hear a prop up there on Denali. This is why
21 the separation is so important. If the planes
22 keep a distance, I think it's going to cut back
23 on the complaints a lot, and it will be good to
24 have firsthand reports coming back of what's
25 going on.

1 SUZANNE RUST: I think that's
2 really important for us, because it's
3 encouraging, to hear Elwood -- was it Elwood
4 that was talking about the change in the Triple
5 Lakes area, and that was great. It's just
6 great to hear something. Because you make
7 these efforts and you want to know that they're
8 working. And then it helps that kind of
9 stepping-forward process, for sure.

10 So, I do think what we -- I think
11 how we monitor it, I mean -- and Tom and I have
12 talked about this, how we get that feedback is
13 going to be important, and it's kind of the
14 process whether it's, I think, you know when we
15 had talked it's more of a -- somebody thinking
16 through the day, not necessarily -- what were
17 you saying, maybe not an active, you know,
18 where you're listening all day. Something
19 where you kind of process that information at
20 some point in the day and kind of take it and
21 summarize it was kind of how we had envisioned
22 it. What we were wanting, the kind of
23 information we were wanting that we felt would
24 help us.

25 And that would kind of lead us to

1 the --

2 TOM GEORGE: Actually, let me try
3 to close the loop of -- if we can transition to
4 this notion of a draft recommendation. But it
5 sounds like -- I mean, you want to acknowledge
6 that, first of all, again, these are somewhat
7 fluid things that are liable to change,
8 continue to change through time as opposed to
9 using this as a lockstep. This is how we're
10 always going to do business forever. Again, a
11 statement of principle at least is what we're
12 thinking about, I guess -- I mean, I think that
13 is something to consider, and I guess I'd
14 suggest that we heard that goes as an interim
15 recommendation, going back to the aviation
16 working group to think about, if you've got an
17 example of some specific language to do that,
18 to provide that as a point for that discussion.
19 For now, though, I think the most important
20 thing is given this is where we are at the
21 moment for this coming season, that is rapidly
22 upon us, the biggest thing is to make sure we
23 get this distributed through the Parks Service
24 and, Miriam, maybe you can help, I don't know.

25 The interesting thing about

1 Elwood's comment at last fall's meeting is it's
2 really incredibly unsolicited. He also
3 acknowledged that he didn't realize there had
4 been a best-practice change in the area. That
5 was great getting the feedback to know
6 something we had done. Scary if we're not
7 pushing this out into appropriate places and
8 the Park Service to understand some of these
9 things that are taken into account and feedback
10 that they're providing for us. We still
11 haven't closed the loop here. Miriam, do you
12 have a thought about what --

13 MIRIAM VALENTINE: When you say
14 you'd like it to go out to Parks Service, more
15 than Denali Park?

16 TOM GEORGE: I'm only thinking
17 about within Denali Park.

18 MIRIAM VALENTINE: We can do
19 that.

20 TOM GEORGE: The different parts
21 of the Parks Service that would have cause to
22 be knowledgeable or need to know about sound
23 issues or at least be aware of what these
24 practices are and can understand that they're
25 there. Again, it's part of the basis of

1 feedback. Now, you know -- you know that these
2 things are going on. Now you can spot things
3 that's out of the ordinary as well as channel
4 any other kind of feedback that we might get.

5 CHARLIE SASSARA: For example,
6 John was talking about the -- you know, the
7 people going up on the mountain and we talked
8 about the new monitoring system, so all the
9 Rangers, will they have that tomorrow?

10 MIRIAM VALENTINE: So do you see
11 it as something like -- like I'm thinking about
12 it just a little bit broader, is it something
13 we could do, like putting an interpretive panel
14 up in the ranger station?

15 CHARLIE SASSARA: No, I'm
16 serious -- why don't they have this paper
17 tomorrow as part of -- he's going to have
18 monitoring --

19 TOM GEORGE: This is internal
20 Park Services.

21 MIRIAM VALENTINE: I think
22 there's a broader audience you're trying to
23 reach. That can be done. I don't think
24 it's -- I don't think it's enough --

25 CHARLIE SASSARA: It's not

1 enough. It would answer the question about why
2 Elwood didn't have it. And then the
3 opportunity about monitoring which Joan is
4 going to be doing is happening now, right,
5 tomorrow. So all the Rangers, they go: Well,
6 this is what we've committed to doing, so why
7 don't we start measuring? That's a small -- I
8 know we want to go to a broader perspective in
9 terms of the other audience that might be
10 viewing this, be it the climbers or the
11 backcountry users, everybody, right?

12 MIRIAM VALENTINE: Right, I'm
13 thinking that whoever comes in, ranger station
14 should know that Park is trying to manage
15 soundscape and stakeholders are working hard to
16 do that, and this effort to -- like the access
17 that you're getting in there -- we're really
18 trying to -- everybody collectively, not just
19 the Park, is trying to do a better job of this.

20 CHARLIE SASSARA: But in the
21 little narrow world that I'm focused on is
22 people are going to check in to go to Denali.
23 They could know that this is what we're doing.

24 MIRIAM VALENTINE: You want it as
25 part of the briefing?

1 CHARLIE SASSARA: It's a
2 suggestion. I don't know that it's the best
3 suggestion I've ever had, but that's one. You
4 know, we have the Rangers going up, they should
5 be able to say: Well, this is what we're
6 monitoring. This is what they said they're
7 going to do. Are they doing it? Right. That
8 could happen tomorrow.

9 SUZANNE RUST: Is there an
10 orientation? One thing if we're looking at
11 kind of making this more effective in the long
12 term is it would be maybe good to have a couple
13 people from the council. If you have an
14 orientation, take ten minutes to kind of talk
15 about it, put a real face on it with folks on
16 the south side. I don't know how to handle the
17 north side. But this is what we're doing, and
18 answer, you know, questions in ten minutes. It
19 impresses upon them that an effort is being
20 made that is real and here's your little
21 outline. Have a good summer.

22 And then the second thought is
23 with the broader perspective. I wonder if it
24 would be worthwhile to have some members of the
25 council have an education -- kind of think of

1 it in terms of an education process, what that
2 might be involved in with Miriam's help, how
3 that could be distributed or presented in a --
4 to the bigger -- to the wider community.

5 MIRIAM VALENTINE: That might be
6 phased in. You know, certainly, I think it
7 starts addressing what the council has been
8 concerned about, maybe -- maybe not --
9 concerned is not a good word.

10 SUZANNE RUST: Aware.

11 MIRIAM VALENTINE: Yeah, like an
12 awareness of aviation activity over the Park,
13 and that -- why it's different over an Alaska
14 park. Why we need it for research, access.
15 Some people that's why they visit the park. I
16 think there's this. And then there's a time
17 when you have an interested stakeholder group
18 addressing this issue. We're working
19 cooperatively, coming up with best practices,
20 coming up with -- I think that's a great
21 message out to a park-user group.

22 SALLY GIBERT: We have that --
23 one of the products we made was the
24 statement -- I don't know what we called it.
25 It was sort of -- I don't --

1 NANCY BALE: The assumptions.

2 ERIKA BENNETT: Three years to
3 take.

4 SALLY GIBERT: It's a good
5 starting point. Access is important for these
6 reasons, why there's impacts. These kinds of
7 users, and, yes, we're trying to do something
8 about it.

9 But we're not trying to eliminate
10 it, because it's a real part of the park.

11 So that was a carefully crafted
12 thing and it was pretty short.

13 And that could precede the --
14 those practice -- the best practices, put that
15 in context. And that can be -- and that's a
16 good starting point for both the Parks Service
17 staff, for the general public that's interested
18 in this issue, for all pilots that might be
19 anywhere near Denali, not just the local
20 businesses, but generally the aviation part of
21 it -- the more people that know about this, the
22 better. And -- at all levels, and that's kind
23 of a challenging task to get -- you know, to
24 have this information to get out there to
25 everybody.

1 CHARLIE SASSARA: We're trying to
2 change behaviors, right?

3 SALLY GIBERT: Education and
4 changing behaviors, yeah.

5 PHILIP HOOGE: One tool that we
6 have that's been real effective that we've
7 brought and they used for these types of issues
8 is the fact sheets. And so we can quite easily
9 format this into that concept. We have one on
10 soundscapes. Those get distributed broadly to
11 the public, and it's used as a tool internally
12 to give to people. It's more likely to be made
13 available to the climbers than -- I would
14 imagine the briefing right now is -- it's
15 compacting without trying to get into technical
16 issues, and this could be part of the packet
17 for people. And then those also add to the Web
18 site, too. But that's a little effective tool
19 compliment this message.

20 MIRIAM VALENTINE: It has
21 pictures; it's appealing for people to look at;
22 it captures it down to front and back side of
23 information. It's really John's call about how
24 much information is being given at a briefing.

25 CHARLIE SASSARA: At the end of

1 the day, we have these practices that are
2 there, and then we're going to see whether it's
3 successful, right? And so that next year, we
4 go, okay. Did it work? Yes. No. And then
5 adapt to that. There's not a lot of time to --
6 we have to use whatever methods are quick to
7 get this thing up to speed so we don't lose the
8 season, because the season is now. Not two
9 weeks. Now.

10 MIRIAM VALENTINE: Let me ask one
11 question, because I heard some discussion on
12 both sides of the fence about sensitizing
13 people to aircraft sound or aircraft noise.
14 So, if -- when -- like I totally concur with
15 you that there's value in having our staff --
16 especially southside staff on Items 3 and 4,
17 what's happening on McKinley and Kahiltna be
18 totally clear --

19 CHARLIE SASSARA: Right.

20 MIRIAM VALENTINE: Let me ask the
21 question about the level that you think, if we
22 were to share information to mountaineers
23 before they go out, do you think we are in any
24 way setting up, you know?

25 CHARLIE SASSARA: It's

1 possible --

2 TOM GEORGE: Depends on how it's
3 worded. We want to look very carefully at
4 that.

5 MIRIAM VALENTINE: So we are in
6 the season now, so maybe what we should do now,
7 like Philip suggested, maybe the fact sheet,
8 having the fact sheet available within the
9 ranger station for our climbing community is
10 sufficient for the extent that external
11 audience is. I'm concerned, because that has
12 been so sensitive a topic.

13 CHARLIE SASSARA: The other
14 project giving it to John Q. Public, two years
15 from now he goes like this. And he goes, Naw,
16 was temporary, and that's not good.

17 MIRIAM VALENTINE: I
18 understand --

19 CHARLIE SASSARA: Like someone
20 says it's going to cost \$10 and they price it
21 and it's 12.

22 TIM CUDNEY: There's a handful,
23 obviously, just a handful of people outside the
24 best practices. Tourist seasons don't start
25 for another week, week and a half; we're about

1 a week late here. What's the percentage of
2 climbers that have already started the climb?
3 60, 70.

4 BRIAN OKONEK: Oh, no.

5 PHILIP HOOGE: Less than 10.

6 JOHN LEONARD: Less than 10. Our
7 monitoring period, our observation period, like
8 I mentioned earlier, the first ranger patrol
9 doing that, leaves on Saturday. Best practices
10 will be in the briefing. This will be what
11 they're looking for as well as the other
12 observations of time and things we talk about.
13 This is, I guess, the look at it as it is
14 happening, it's pretty straightforward. Areas
15 for their purview and --

16 TIM CUDNEY: What about on the
17 north side? Some of the backcountry Rangers
18 and stuff?

19 JOHN LEONARD: You know, I don't
20 have a problem working and discussing -- not my
21 counterpart, but the other Rangers up there,
22 but that's not my area. I think everybody
23 realizes this is of importance, and I think
24 it's easy to get people on board with it.

25 They've done quite a bit of work

1 in the past, and I don't see why they wouldn't
2 continue with wanting to go forward with this.

3 PHILIP HOOGE: I think I'm trying
4 to think out the process, just to make sure I
5 promised something I can deliver. I hate
6 promising something and then not delivering on
7 it.

8 You know, to do -- to put a fact
9 sheet through our normal standard, even on a
10 rush basis, you know, have the same level of
11 quality that we have with all of our
12 interpretive publications which have real good
13 success with the public. The big, quickest way
14 to turn it around is a month to get it out.
15 That's still a valuable part of the season.

16 SALLY GIBERT: On the short term,
17 you can do the assumptions with this stapled
18 together and you've got it.

19 PHILIP HOOGE: For the range --

20 TOM GEORGE: Interim. Rushes to
21 the internal folks. The external folks, let's
22 take the time and do it right. This could turn
23 out to be a negative.

24 CHARLIE SASSARA: We don't have
25 to have it to external.

1 TOM GEORGE: That's not a crisis
2 and we should not rush this, since this is our
3 first effort out of the bag of doing something
4 like this.

5 TIM CUDNEY: Best practices
6 versus voluntary measures, too.

7 SUZANNE RUST: There are two
8 things here. There's getting the stuff to the
9 Rangers and getting feedback, and that's -- I
10 think the education component to the broader
11 public; I really would like to look at it
12 comprehensively. I mean, there's stuff in the
13 visitor's center -- I mean, that's something
14 we've talked about. It's really scoping out
15 how to provide that information about -- and,
16 you know, aircraft, and making some
17 recommendations, you know, so what goes out to
18 the public, you're not rushing that in a fact
19 sheet, you know. Way back when I looked at
20 some of the displays when I went to the
21 visitors center, it was like, oh, hmmm, it
22 didn't strike me the way they struck Paul
23 Anderson. It struck me differently. I had
24 other operators coming to me and saying, oh,
25 did you see what they put? It's kind of

1 creating that concept of what aviation is
2 doing, what operators are doing, providing
3 maybe a balanced picture.

4 SALLY GIBERT: Maybe it's going
5 to take more than -- give us more than -- give
6 ourselves more than a season.

7 PHILIP HOOGE: Too many things.
8 I've worked with the public a lot on issues,
9 working on things like subsistence which people
10 who don't understand we're very welcoming up
11 here. Because you are proactively servicing, I
12 think the benefits of communicating, that to
13 the public far outweigh any of the negatives
14 just from my opinion. The concept of the fact
15 sheets that are mainly tied to research
16 projects, the temporally short programs
17 designed to be able to get the message out
18 there quickly, and the time where it might be
19 more hard hitting. There's a whole series of
20 communication methods, you know, culminating in
21 the visceral displays. The cycles with those
22 go from short to extremely long. I wouldn't
23 want to promise anything about visitor center
24 in terms of length of time that would correct
25 it. It literally would be the next cycle, but

1 it would be good to get it in the queue along
2 with the education. When we revise those and
3 get funding to do that, we will make those kind
4 of corrections to reflect this group. That's a
5 really good thing to get out, just that you're
6 going to have multiple different temporal
7 scales.

8 I would also offer that when
9 you're getting out the survey and you're
10 concerned about things like sensitization,
11 you're also in a sense by doing these things,
12 one is -- may be the problems, but also the
13 solutions to the problem and your proactive
14 stance with that. So that has that positive
15 aspect. It's up to you -- and, you know, but
16 then there's -- it will take a month with an
17 internal revision cycle to make it up to Parks
18 standards and to convey the messages to make
19 sure they're pretty strongly -- if there's
20 guidance that the group wants to review. I
21 would have to ask Miriam to find out how long
22 that cycle was.

23 MIRIAM VALENTINE: If we had it
24 all set, what we considered final draft, how
25 long you think it would take in terms of review

1 amongst the committee?

2 CHARLIE SASSARA: Say you have
3 one day.

4 MIRIAM VALENTINE: Okay.

5 CHARLIE SASSARA: This is a joke.
6 Seriously, you don't give them any time. You
7 can say you have one week to get your comment,
8 yes, no. And, really, you get people's
9 attention. Commercial people like dates.

10 MIRIAM VALENTINE: Okay. It
11 sounds like your first priority is to have us
12 address this internally. John said he will
13 address it here on the south side.

14 PHILIP HOOGE: I will contact
15 backcountry staff to see what the procedures
16 are.

17 MIRIAM VALENTINE: Without
18 sharing the information.

19 PHILIP HOOGE: Without sharing
20 the information. Seems like the most important
21 part is the relevant sections, and so one could
22 quickly get the information out so that if
23 there's discussion, Triple Lakes, there's
24 sensitive issues with Triple Lakes, also the --
25 the mountain changes aren't going to affect the

1 north side.

2 NANCY BALE: Question. Or point
3 of order. Are we considering this as the
4 finished document? If I had just any
5 suggestion based on my attendance at the best
6 practices meeting or some concerns, would now
7 be the time to consider them? Or are we
8 treating this as this is done and this is it
9 until?

10 SALLY GIBERT: That's kind of a
11 good question.

12 TOM GEORGE: I think we're
13 treating it as if it's the next step. Doesn't
14 mean it's done. If at any point you have
15 thoughts or input, I mean, you need to
16 certainly raise them and we have to figure
17 out -- the biggest thing I see is this is
18 crafted by this working group which is a little
19 different entity from the group that's here
20 today, so I'd want to see things go back and
21 make sure that that group understands and has
22 their chance for feedback on that as well,
23 rather than sitting here now without a bunch of
24 those people making a bunch of changes to it.

25 NANCY BALE: This is an issue

1 that we talked about at that meeting that I
2 just wanted to bring it to the attention of
3 everyone, because you've got it in the minutes
4 here. Triple Lakes Trail is popular with park
5 visits due to easy access, north and south ends
6 of the trail identified as the most heavily
7 used area. Denali Air and ERA attempted to
8 discuss, attempted to cross away from trail
9 heads. Denali also has constraints from
10 residential development in the vicinity of the
11 Denali private airstrip, which drives some of
12 their procedures, and I think that had to do
13 with a suggestion I made to take care of
14 south -- and I think that's because there's the
15 subdivision south of the strip. But, of
16 course, there is Village View, and the hotel
17 and McKinley Village north, so I just wanted to
18 make sure the Council realized that there are
19 constraints for northern takeoffs as well. And
20 let's see, what's the best one to use? I guess
21 I'll just use this one.

22 And in addition to that, this is
23 what we're talking about, pretty continuously,
24 but -- and let's see, the airstrip's right
25 there, right, folks? Right there, and Triple

1 Lakes is right -- right about where that 1 is,
2 is that right? (indicating).

3 TIM CUDNEY: Looks about right.

4 NANCY BALE: And so what we had
5 discussed and actually Denali Air stated what
6 they did was to take off in a southerly
7 direction, which does go over some residential
8 areas, but then you can sweep up through here
9 or sweep up through here as a way to mitigate.

10 And I think that was pretty well
11 discussed. And if the only reason not to do
12 that is the residential development, I don't
13 think that's --

14 TIM CUDNEY: The winds.

15 SUZANNE RUST: The winds.

16 NANCY BALE: There are south
17 winds a lot, not to mention the fact that you
18 could take off to the south. I mean, the way
19 this is worded, it seems to indicate that the
20 only way there's takeoffs is north, which we
21 know is not true, and the south takeoffs can
22 mitigate -- can do a lot to mitigate the sound
23 that goes over to Triple Lakes. So it might be
24 worthwhile mentioning that south takeoffs,
25 weather permitting are another way to avoid

1 impact to the Triple Lakes trailhead. Because
2 if you're only not including that because of
3 the residential complaints, it's not a good
4 enough reason not to include it.

5 One other thing, and I'll be
6 happy to discuss it, I believe -- and Philip,
7 you can correct me -- that the Park is going to
8 build a bike trail in this part here
9 (indicating). That's going to go through the
10 Nenana.

11 PHILIP HOOGE: It's an alternate
12 plan. We haven't received the money.

13 NANCY BALE: Right, but it's been
14 NEPA, been through the process being authorized
15 by park planning.

16 PHILIP HOOGE: It's in the
17 general park plans.

18 NANCY BALE: Then that would
19 place another trail with a lot of people -- it
20 would be another trail in the full takeoff zone
21 from -- and it's not something that's going to
22 be a problem tomorrow, but I just thought I'd
23 bring that up and let everybody deal with it,
24 how they want it. There could be a sentence:
25 "A south takeoff, weather permitting," is

1 another way.

2 SUZANNE RUST: The only thing I'd
3 comment on that, I feel a little uncomfortable
4 that just because pilots need to make a
5 decision based upon the winds and that should
6 be -- safety is the overriding concern. You
7 shouldn't -- if you --

8 NANCY BALE: It wouldn't be that
9 you had to do it, it would put it in the mix
10 where it's not in the mix right now.

11 SUZANNE RUST: You know what, I
12 think the reality is pilots always take off the
13 direction where the wind is to their advantage,
14 and they land that way, too. That in part of
15 their scan when they come in an airport.
16 They're looking for how they're going to land
17 and how they're going to take off. And so -- I
18 don't -- I don't know.

19 TOM GEORGE: So, are you wanting
20 to recommend that weather-permitting a south
21 takeoff --

22 NANCY BALE: Ameliorates the
23 impact to the trailheads, because the turn
24 is -- is over -- not over headquarters. The
25 turn, you know, it would be going south through

1 the canyon. It could turn up -- you know,
2 there would be a bunch of ways to do it, that
3 the pilots know better. But it would really
4 avoid going over some parts of headquarters
5 and, you know, the entrance area. It would
6 have the plane more south when it turns in
7 toward the mountain. So it would do a couple
8 of different things, but it would ameliorate
9 that -- if it's a Triple Lakes impact, it would
10 ameliorate the problems at the Triple Lakes
11 trailhead. Weather permitting, not forced to
12 do. And they're doing it anyway, so I don't
13 know how they currently do their south
14 takeoffs. Do they circle around and come back
15 over north of Triple Lakes, or do they go way
16 south --

17 TOM GEORGE: That's the
18 difficulty of discussing that. We don't have
19 the entity that does that in the room to be
20 able to answer those questions. So why don't
21 you write up either proposed language or
22 desire, and for now, again, this is a living,
23 breathing thing. Now, e-mail it back to the
24 people that attended that last working group
25 meeting. Let's let it rattle around. I don't

1 think sitting here right now, I don't think we
2 can modify this with that level of detail,
3 we've got to at least go to talk to the people
4 that would have to follow it, and make sure we
5 understand it completely.

6 NANCY BALE: As long as everyone
7 who reads this is aware that aircraft do take
8 off south from the Stampede Air Strip and a
9 southern takeoff from that airstrip does solve
10 some of the problems of impacts to Triple
11 Lakes, which are just two statements that don't
12 have any load in them, in my opinion, really.

13 TOM GEORGE: So, again, write
14 that up, and let's kick them around, we need to
15 get it in that forum, I think, to be able to
16 consider it.

17 CHARLIE SASSARA: We should just
18 move ahead with the document, and then those
19 guys can agree to it. And then it can be
20 modified.

21 SALLY GIBERT: It can change --

22 CHARLIE SASSARA: It can change
23 next week. Let's get this one in and say this
24 is an improvement, an amendment. And then it
25 would be -- we need to be flexible that way.

1 TOM GEORGE: If anything, we're
2 flexible.

3 ERIKA BENNETT: It doesn't make
4 sense to do anything regarding that, especially
5 since Denali Air is the only one that would
6 impact and they're not here.

7 TOM GEORGE: This brings up a
8 good point --

9 NANCY BALE: It's not a command
10 at all. It's just a statement of fact. That
11 they already do that. And that ameliorates
12 it --

13 TOM GEORGE: Again, I don't
14 personally have any problem with this, but I
15 don't think we can sit here at this table --

16 CHARLIE SASSARA: You want to
17 honor that that's the guy that's going to be
18 obligated, that's the point we're making.

19 TOM GEORGE: But I guess I'm
20 wondering, this is kind of a technical document
21 for a certain audience, I guess the question
22 even for your Rangers is: Does this alone make
23 sense to you? Do you need an air tour operator
24 or somebody to come and either be able to
25 answer questions or put it in context or

1 anything else? I'm starting to realize, this
2 is kind of a techie document for one audience.
3 Certainly, it's not good for the general
4 public --

5 MIRIAM VALENTINE: I've read
6 this, Tom. I was like, so what will -- you
7 know, I think it's easy for the southside
8 Rangers, mountaineering Rangers, to understand
9 what they're going to be looking for on the
10 mountain. So I'm thinking about the
11 backcountry Rangers and the desk. Really what
12 they're going to be looking for is: Is it any
13 different on the Triple Lakes trail? I mean,
14 you know, and we're going to be finishing up
15 the Triple Lakes trail this year. We will have
16 a lot of stuff, Backcountry Rangers. We have
17 trails out there -- mostly in the summer if I
18 heard Chuck correctly. Is it better?
19 Because -- will they -- you know, will they
20 know -- they'll tell me a helicopter is going
21 over; they can tell me if a fixed-wing is going
22 over. Really that's not going to be the
23 primary task. The primary task is to put the
24 trail in. They should be able to say, you
25 know, because they were working on trails last

1 year. It's quieter this year. What I'm
2 getting from this is: Is the change to the
3 pattern having a positive effect on the user on
4 the ground? Is that true?

5 SANDRA LOOMIS: South of the
6 spine, too, I think?

7 Also backcountry patrol is doing
8 south of the spine, that's one of the changes
9 in there, isn't it?

10 PHILIP HOOGE: We have a
11 procedure in place that we're going to be able
12 to get some level -- it's really some level of
13 quantity fixation, really just quantity
14 fixation to the group. It's not stuff that
15 would be peer-reviewed to talk about the
16 impacts on the mountain. You have this
17 procedure.

18 We haven't done this for this
19 other question. I don't want to guarantee that
20 it's going to -- that part is done yet. I'll
21 go look into -- you know, that possibility.
22 Just not -- there's a convenient structure that
23 we're able to utilize on the mountain right
24 now. But I understand --

25 TOM GEORGE: I think you see in

1 general what we're looking for. We're looking
2 for feedback from multiple sources, targets of
3 opportunity. If there are ways you can do
4 that, that would be helpful.

5 You know, for us to sit down at
6 the end of the season, again, reevaluate
7 whether the changes were helpful or, in fact,
8 went the other way for whatever reason.

9 JOHN LEONARD: I think these are
10 written in. The Area 3 is pretty straight-
11 forward, but they are written from the pilot's
12 perspective, what they should be doing, not
13 what visitors are expecting. We can say, you
14 know, is it problematic at -- the ones higher
15 on the mountain very straightforward.

16 PHILIP HOOGE: I would caution
17 that when we come back with some information, I
18 mean, I wouldn't use it as a determining factor
19 to decide whether to continue or not. It may
20 be that we don't see things because we're not
21 asking the right questions. We need to revise
22 our questions and procedures. These seem like
23 very useful suggestions like that we might have
24 to fine-tune an instrument to be able to
25 actually detect, you know. We might have

1 varying levels of success by doing this that
2 late in the season, but it seems like it's
3 great to proceed. I also kind of wanted to
4 make sure, too, that these were articulated --
5 I heard really, you know, kind of four motions
6 that kind of came forward. I guess they were
7 on the table from the group, and I kind of
8 would like the group to kind of see what they
9 formally suggest. I heard that this is
10 potential physically Phase I of implementation
11 of -- this isn't the final recommendation.
12 This is a Phase I recommendation of steps that
13 could be taken voluntarily.

14 I also heard that the fact that
15 the group was kind of taking responsibility for
16 communication within the pilot community, but
17 that the responsibility for communication
18 within the NPS was the NPS's responsibility and
19 potentially to the public.

20 I also heard there was
21 potentially a request for a fact sheet. I want
22 to clarify whether that was true or not, and
23 that there was a request for some research to
24 quantify to the group, this group, the fact
25 group, something that might be convincing to

1 this group, the success of the suggested
2 mitigation steps that you have done.

3 Those are the four things that I
4 kind of concur -- heard, but I want to make
5 sure that that gets --

6 CHARLIE SASSARA: The first one
7 would be this is what the air tour operators in
8 the working group is saying for 2010. They're
9 going -- that they will do, and my little talk
10 in there was a recognition that this is -- that
11 these things will change. But right now it's
12 what it is, and that's how the program is going
13 to move forward through the year.

14 SALLY GIBERT: Phase I implies
15 that there won't be any change and there will
16 be more next year.

17 PHILIP HOOGE: I was trying to
18 capture the concept that you didn't view this
19 as the only steps.

20 TOM GEORGE: Absolutely not.
21 This is more a living, breathing process rather
22 than a done deal or even a phase.

23 PHILIP HOOGE: I wanted to kind
24 of capture that and the fact that it was a
25 recommendation right now, you know, for

1 voluntary activities rather than that concept
2 that you said right there of, you know, this is
3 a fixed thing that will forever stay just
4 exactly like this.

5 SALLY GIBERT: You might want to
6 build 2010 right in the title. I know there's
7 a date on the back. Put 2010 on the title.
8 Best practices for 2010.

9 MIRIAM VALENTINE: I'm sharing
10 with Philip that it could be that since you're
11 not -- one, as he stated it, is this Phase I,
12 maybe what we should do, take the desire for
13 the group to test best practices as they exist
14 right now in 2010 and your recommendation would
15 be that -- the request for some research to
16 quantify that. That it becomes -- I'm
17 combining 1 and 4 on Philip's list.

18 SALLY GIBERT: We are testing --

19 MIRIAM VALENTINE: And your
20 recommendation to the agency is we're going to
21 try this voluntary measure this summer. We
22 need you to give us some sort of feedback, some
23 level of quantification isn't ready.

24 TIM CUDNEY: Any sort of feedback
25 will be feasible, something like this, soon

1 enough for the next meeting or just --

2 PHILIP HOOGE: We do for number
3 3. We've committed to try and take this
4 data -- what's the date -- what is the next
5 meeting?

6 MIRIAM VALENTINE: In the fall.

7 SALLY GIBERT: In the fall.

8 PHILIP HOOGE: I'd like the other
9 part to go as a request and I just would like
10 to go check with the resources I have available
11 to do this, and I'll get back to the committee.
12 That doesn't stop it from being a
13 recommendation. I mean, ideally, it sounds
14 like you would like to have all this if you had
15 an evaluation of one of these as robust, that's
16 going to be a step forward.

17 SALLY GIBERT: It's all like
18 that. Everything is like that.

19 CHARLIE SASSARA: And one thing
20 that's important, I think for the operators, is
21 the exception report that that is timely, so
22 that we can -- they can address the situation.

23 MIRIAM VALENTINE: The unusual
24 event.

25 CHARLIE SASSARA: Because that's

1 where you go. It's Billy Bob that's got the
2 problem with flying over.

3 TOM GEORGE: If you want to
4 formalize that, that is when you actually
5 brought a document to the meeting, which we
6 could, if it's helpful, try to make it into
7 something that gives you something concrete.

8 PHILIP HOOGE: I wanted the
9 general suggestion --

10 TOM GEORGE: I think the form you
11 laid out. Although, I need you to say that.
12 We need to start writing this down and throw it
13 on the screen.

14 MIRIAM VALENTINE: Let me type it
15 up on this screen.

16 PHILIP HOOGE: Why I'm also a
17 little bit cautious about testing the Triple
18 Lakes and the Kahiltna Pass, there's not the
19 number of people, park reserves, in a
20 concentrated area as there is on the mountain
21 in that time period. Second, there is not
22 enough time to put in a survey time. It has to
23 be internally. We cannot ask the public for
24 any of this. We can only ask our internal
25 staff. If the internal staff isn't going to be

1 there, you know, so I have to find out whether
2 I have tools in place that could do it on the
3 mountain.

4 TOM GEORGE: I think we
5 understand that. We're not expecting you to
6 expend additional staff. It was more a matter,
7 especially on the south side, where you have
8 Rangers hanging out on the mountain.

9 PHILIP HOOGE: Doing nothing.
10 (Chuckles.)

11 TOM GEORGE: You know, whether
12 they can capture something without
13 overstressing them. Our expectations from that
14 standpoint are low.

15 I guess, again, on that one, I
16 can see from what was drafted here in terms of
17 journaling, again, a huge difference between
18 the attentive listening and I'm stopping what
19 I'm doing to record for a period of time,
20 versus the notion of once the day goes on, and
21 capturing sort of the impression of what I
22 thought the last 24 hours was like, which were
23 at least the words we wrote on this document.
24 I think there's the biggest difference between
25 what we were thinking and what you guys were

1 talking about doing.

2 So, but I take your point,
3 though. Instead of us worrying about the
4 specific details of how it's done, what
5 information are we looking for? That's what
6 you want to know. The question is: Can we do
7 a better job? That's what the words on this
8 paper ought to reflect. But I guess I'm open
9 to suggestions as to how we word that in a way
10 to -- so it makes sense to you and it's
11 helpful.

12 PHILIP HOOGE: I think that the
13 brief --

14 You're requesting that we do some
15 research to quantify --

16 SALLY GIBERT: I have some
17 specifics on this -- for the -- turning this
18 into more of a recommendation, some of this
19 sounds like we're going to make you commit on
20 the spot for the unusual feedback event. NPS
21 Rangers will. We say the council requests that
22 NPS Rangers be debriefed. Such requests
23 document the incident, providing as much of the
24 following information as possible, because you
25 may not be able to do all that. And that we

1 will request these reports be communicated as
2 soon as possible, so that it's all written in
3 terms of a request.

4 TOM GEORGE: Of a request, sure.

5 PHILIP HOOGE: Also, I guess I
6 would say, to some extent if you can ask for
7 the general information rather than the
8 specific tool that we would use, then we can
9 look at range of tools that we have and of what
10 might be best for doing that. Not to belabor
11 that point, but that's where if you can help us
12 suggest language that gets along those lines in
13 the case of the unusual feedback. The end
14 number, if that's possible. That's very
15 valuable information to be able to tell, as
16 opposed to Willow's red airplane.

17 CHARLIE SASSARA: If you can get
18 an end number --

19 TOM GEORGE: Not kill anybody to
20 get the end number. Tell who it was. How do
21 we change this journaling thing to be the thing
22 we're looking for? You know, the nature of the
23 information -- I guess, the nature -- well, in
24 the long term, I think you're planning these
25 studies which would be for visitors, therefore,

1 you're through a longer, more formal process to
2 be able to say what visitors' impression of
3 sound levels at various places would be. And
4 so our only thought here is even in the
5 meantime, even while you're formulating that in
6 the longer term, is there a short-term element
7 of feedback that could be garnered from people
8 you already put on the mountain to give us some
9 nearer-term feedback as to whether, gee, things
10 are -- in general, more disruptive here, less
11 here or uniformly or just whatever the nature
12 of that distribution of sound is. Which is now
13 something that we can take into consideration
14 for looking at the next iteration of best
15 practices.

16 SALLY GIBERT: Okay.

17 BRIAN OKONEK: John already
18 presented what they've used on the north side
19 of the pass as the journaling, and I don't see
20 why we just can't go with that again.

21 SALLY GIBERT: What about if we
22 say under journaling, say Rangers are asked
23 to -- and this is new language, document the
24 effects of the best -- of the best practices.
25 Document, whatever, and then say, for example,

1 and then back to the main sentence, record the
2 routines. That gives them a chance sort of to
3 fine-tune it. It gives the suggestion in
4 place, but gives the flexibility to do it as
5 best as they can, being aware of that
6 recommendation. The actual recommendation is
7 to document the effects of the best practices,
8 but we can't tell them how to do it, but we
9 have a recommendation to make it work.

10 PHILIP HOOGE: That would work a
11 lot better, you know, for multiple reasons.
12 One, making sure that the tool kit stays broad,
13 we can grab it, focusing on what it is that you
14 want to have. You know, we both need to
15 have -- know that we have technical ability to
16 do it, but also we have very much -- we don't
17 want to put out any information that is not --
18 of any type, even to this group that we don't
19 think is correct, that's majorly flawed. We
20 don't want to put our name behind it, trying
21 to -- in general, you've seen this from all
22 this process, that we try to raise the quality
23 level of the information based on the
24 information we have with the Service. That's
25 also one of my other hesitations, you know.

1 TOM GEORGE: Yep.

2 SALLY GIBERT: Next sentence, you
3 can make it more of a recommendation, rather
4 than say "document location." Consider
5 documenting the location along the blah, blah,
6 blah, blah, which keeps it in the spirit of a
7 recommendation.

8 TOM GEORGE: Do you want to take
9 a five-minute break and actually try to do some
10 of that?

11 SALLY GIBERT: I just did it on
12 here. We can put it on the screen, yeah. If
13 you're looking for a formal recommendation with
14 the group, for the group to raise their hands
15 or their glasses.

16 Okay. So do we have this in a
17 Word document that we can pull up?

18 MIRIAM VALENTINE: It's on my
19 desktop.

20 TOM GEORGE: She's got it right
21 here.

22 MIRIAM VALENTINE: You load this
23 up. This is what I've been typing. The
24 committee will seek to gain voluntary support.
25 That's you guys, you guys to implement level of

1 best practices. We're going to provide feeds.
2 The committee requests that the NPS create a
3 fact sheet to share the information to help
4 mitigation soundscape impacts. I threw this
5 up. The committee will be responsible for
6 sharing the best practices information with the
7 aviation community and request that the NPS be
8 responsible for sharing the information
9 internally and with the public. Did that kind
10 of capture that whole -- Philip had four -- I
11 know your discussion right now is fine-tuning
12 that, which was Item No. 1.

13 SALLY GIBERT: This would all
14 basically drop in under No. 1. Do you have
15 this document with you, Tom?

16 NANCY BALE: I have it. I can
17 give it to you on the key.

18 MIRIAM VALENTINE: We can go and
19 make the subtle changes, sure.

20 Does this start to capture our
21 earlier discussion? Ten-minutes-ago
22 discussion?

23 JOHN LEONARD: One thing I
24 notice, I think it's probably a stretch to say,
25 it's conducting research. We're simply making

1 observations, field observations.

2 SALLY GIBERT: What I have is to
3 document the effects of best practices.

4 CHARLIE SASSARA: Research --
5 just replace research with observations.

6 PHILIP HOOGE: Instead of
7 research, just say, "attempt to quantify."

8 NANCY BALE: Miriam, this is
9 under the term "feedback."

10 SALLY GIBERT: Even quantify
11 might be --

12 MIRIAM VALENTINE: Let's work on
13 this document first, then we're going to work
14 on Sally's. Sally, come on over here. If you
15 want to suggest language changes, here we go.
16 What do you want to do? Committee will seek to
17 gain voluntary support to implement the 2010
18 best practices and requests that the NPS
19 provide a level of feedback and attempt to
20 quantify the success --

21 SALLY GIBERT: And then you could
22 insert -- all of this would lead in, for
23 example -- that's where, for example, report --

24 MIRIAM VALENTINE: I'm going to
25 take it off the -- I'm going to bring up --

1 TOM GEORGE: You know if what
2 you're doing is more detailed and replaces
3 that, do we still need that?

4 SALLY GIBERT: This is already a
5 framework. It's a good framework. Just throw
6 it in.

7 TOM GEORGE: Can we have a
8 five-minute break while you're doing this?

9 Thank you very much.

10 (Break.)

11 SALLY GIBERT: Okay. Can
12 everybody see this screen? So, there's four
13 recommendations, and then there's some
14 subrecommendations lifted out of this -- the
15 recommendation that Tom passed out. So the
16 first one is the council will seek to gain
17 voluntary support to implement the 2010 best
18 practices. The council requests that the NPS
19 provide a level of feedback and attempt to
20 quantify the success of the implementation -- I
21 would say the success of the best practices.

22 And then the rest of it is just
23 basically the two paragraphs we were talking
24 about before, but turned into a recommendation
25 format throughout. There's no substantive

1 change in there. And then when you go down,
2 then scroll down, and then the last two items
3 are the items that Philip just read about
4 creating the fact sheet and how we're
5 responsible for sharing best practices with the
6 aviation community.

7 And with the public. I guess
8 that's a fact sheet, right?

9 PHILIP HOOGE: That's a fact
10 sheet --

11 SALLY GIBERT: Take that part
12 out.

13 TOM GEORGE: Don't we have all
14 that covered up above. I think we've actually
15 said all those things in the other stuff. You
16 see at the top we're going to share it with the
17 community, which is us talking to aviation
18 community. We've got to ask the Park Service
19 to do some things. I think you've covered that
20 whole statement.

21 NANCY BALE: I don't know if the
22 stuff is at the top anymore, Tom.

23 SALLY GIBERT: This paragraph,
24 Tom, looking at this -- this paragraph is not
25 there anymore.

1 TOM GEORGE: I understand that.

2 CHARLIE SASSARA: It works.

3 SALLY GIBERT: It still works --

4 TOM GEORGE: The council will
5 seek to gain voluntary support to implement the
6 2010 best practices. There's us going out to
7 our respective communities.

8 SALLY GIBERT: You're saying that
9 includes the public.

10 TOM GEORGE: I think you have
11 something down further that talks about the
12 public.

13 SALLY GIBERT: It's the Parks
14 Service fact sheet.

15 TOM GEORGE: So, are you
16 thinking -- other than me go to my
17 constituents, which I'm assuming that first one
18 means? Is there a broader thing you're
19 suggesting --

20 SALLY GIBERT: Your constituents
21 make sense, because you have a flying
22 constituency that would be able to implement or
23 take advantage -- my constituency is more like,
24 the Parks Service, more like the public. So I
25 wouldn't see that as me doing anything other

1 than my usual little note after a meeting
2 saying here's what we did and send them to a
3 random bunch of people I deal with at State
4 agencies. It's not broad. I would rely on the
5 Parks Service' fact sheet for that.

6 TOM GEORGE: Okay.

7 SALLY GIBERT: What's beyond
8 that? I think it's good. I think it's good.

9 BRIAN OKONEK: So, on this -- the
10 next-to-last sentence there, exactly what are
11 we trying to get out here? Help mitigate
12 soundscape issues associated with aircraft. Is
13 this to try to get the public to feel that they
14 should expect there to be noise or an
15 expectation should not for there to be --

16 PHILIP HOOGE: This is so that
17 the public knows that when they hear noise that
18 there's an active group making novel solutions
19 to this.

20 BRIAN OKONEK: Okay.

21 PHILIP HOOGE: I didn't want to
22 get into too much of the detail of that. You
23 pointed out, Sally, the agreed upon -- the way
24 we standardly do these. We take materials that
25 are created, pretty pictures, and combine it

1 into a compelling interpretive story. You
2 already stated you have a set charter document.

3 SALLY GIBERT: We have a charter,
4 and something called "assumptions" which is a
5 bridge between a charter and the -- yeah, is
6 that it?

7 PHILIP HOOGE: So this would be
8 the template for creating any materials, and
9 then -- so we would trade it from that and put
10 it to the group for the short review, short
11 review cycle --

12 SALLY GIBERT: The fact sheet
13 would be the charter, the assumptions. You may
14 not want to call them assumptions. That's what
15 they are. The charter, the assumptions, and
16 this.

17 PHILIP HOOGE: Yes. Done pretty.

18 SALLY GIBERT: Yeah.

19 TOM GEORGE: What are the
20 assumptions again? I guess I'm not
21 remembering.

22 SALLY GIBERT: It's not long.

23 BRIAN OKONEK: Four points. So,
24 this was the assumptions adopted April 7th,
25 2009. One, maintaining an enhancing public

1 safety is an essential goal in all of our
2 deliberations and eventual recommendations.

3 Two, the Overflights Council
4 recognizes the intrinsic values of the Denali
5 National Park and Preserve, values including
6 habitat, wildlife, scenic mountain landscapes,
7 wilderness recreational opportunities, and
8 wilderness values including natural
9 soundscapes.

10 Three, the Denali backcountry
11 management plan acknowledging that overflights
12 and backcountry landings are an important and
13 necessary part of the range of Denali National
14 Park and Preserve experiences.

15 And, four, human-caused sound,
16 including the sound of aircraft can diminish
17 the experience of park visitors, including the
18 experience of those visitors who rely on
19 aircraft to get to the park. These park
20 experiences ranging from highly accessible to
21 remote include wildlife viewing, climbing,
22 hiking, camping, and other opportunities for
23 solitude and primitive and unconfined
24 recreation. So that's what we came up with as
25 our working assumptions.

1 TOM GEORGE: Then I think we need
2 to add something to that. Because what I saw
3 expressed nowhere in there is this. We talked
4 about the role of aviation being important and
5 necessary -- let's see, backcountry landings --
6 maybe it is. Hold on, let me look again.

7 Well, the range of -- important
8 and necessary part of the range of Denali
9 National Park experiences. Again, that sounds
10 like that's a visitor-oriented thing.

11 SALLY GIBERT: It was.

12 TOM GEORGE: Nowhere are we
13 recognizing the significant and extensive use
14 of aircraft in this role in managing the Park,
15 and I think we need to get that in there. So I
16 would propose we --

17 SALLY GIBERT: Is there a way to
18 slip it in there?

19 TOM GEORGE: I would defer to
20 your word "merchanting."

21 SALLY GIBERT: Okay. Denali
22 Park --

23 ERIKA BENNETT: And managing the
24 parks resources.

25 BRIAN OKONEK: Just write, "and

1 managing the park."

2 TOM GEORGE: Or "in park
3 management."

4 NANCY BALE: I like that better.

5 SALLY GIBERT: Yeah, okay.

6 TOM GEORGE: That works for me.

7 MIRIAM VALENTINE: Nice work,
8 you're almost there, yeah. Woohoo.

9 SALLY GIBERT: It's already after
10 5:00. We started 50 minutes late. We're not
11 going to go 50 minutes late.

12 What are we doing right now?

13 MIRIAM VALENTINE: Can we have
14 closure on this? Is this the -- so, I will
15 e-mail this out, if you think you need a little
16 more time to think about it. Or is this the
17 formal recommendation you're going to make to
18 the agency?

19 SALLY GIBERT: I would say this
20 is it.

21 MIRIAM VALENTINE: So there's
22 consensus.

23 SALLY GIBERT: Yes.

24 BRIAN OKONEK: Yes.

25 SALLY GIBERT: Any objections or

1 any --

2 TIM CUDNEY: No.

3 SALLY GIBERT: We did, and I

4 didn't use it.

5 TOM GEORGE: That's only because

6 everybody was agreeable.

7 CHARLIE SASSARA: Malleable at

8 that hour.

9 MIRIAM VALENTINE: Okay. So that

10 was one thing. The next thing -- we need a

11 date for our next meeting.

12 SALLY GIBERT: I'll entertain a

13 motion to adopt what we've just talked about.

14 NANCY BALE: So moved.

15 TIM CUDNEY: Second?

16 SUZANNE RUST: I'll make the

17 motion.

18 TIM CUDNEY: I'll second it.

19 SALLY GIBERT: All those in

20 favor?

21 MEMBERS: Aye.

22 SALLY GIBERT: Any opposed?

23 That's a third procedure. Thank you.

24 I need you to grab your

25 calendars.

1 TOM GEORGE: Why don't you swap
2 computers while she's doing the calendar thing.

3 NANCY BALE: Will we have one
4 more chance at public comments, too?

5 SALLY GIBERT: If you guys want
6 to. There's some public here that might want
7 to say something.

8 You want to try to meet in the
9 fall? I'm thinking probably September, October
10 as opposed to August, November.

11 BRIAN OKONEK: October.

12 TIM CUDNEY: Meeting location?

13 SALLY GIBERT: I think --

14 TOM GEORGE: September in the
15 park.

16 SUZANNE RUST: I'm not available
17 first week in October.

18 TIM CUDNEY: I'm not available
19 first three weeks in October.

20 SALLY GIBERT: First three like
21 this.

22 SUZANNE RUST: I'm not available
23 all those weeks.

24 SALLY GIBERT: October is bad.

25 TIM CUDNEY: Some of the

1 properties end on the 19th; some end on the
2 23rd. Any activities still in the park will be
3 logistics until the 22nd or so. Restaurants
4 and beds.

5 BRIAN OKONEK: I'd have the
6 meeting in October. I'd go for October so
7 people aren't all --

8 PHILIP HOOGE: There won't be
9 many facilities open at that time.

10 SALLY GIBERT: If we do it at the
11 park, it needs to be a little earlier. Year-
12 wise it will be Anchorage or Wasilla.

13 TIM CUDNEY: We did it two years
14 ago --

15 SALLY GIBERT: It was the -- I
16 need to be in Homer on the 16th for a panel
17 that I've already committed to.

18 TOM GEORGE: Let's talk about
19 what we're going to do when we're there,
20 because, I mean, is there interest in, like
21 going out and kind of doing more of a site
22 inspection on the Triple Lakes trail? I
23 personally would be interested in doing that,
24 but, again, that gets to -- we need to do that
25 when there's stuff going on there, not when

1 everybody's going.

2 SUZANNE RUST: That would be a
3 different.

4 PHILIP HOOGE: Mid -- the first
5 couple of -- the second or third -- probably
6 provide the right window of --

7 SALLY GIBERT: Like between the
8 6th and 17th kind of thing?

9 TOM GEORGE: You said you had
10 some constraints.

11 SUZANNE RUST: In October.

12 TIM CUDNEY: Here's a couple
13 dates. I'm using a Thursday as an example. 9
14 or 16. That way you're still in activity in
15 the Park. Still logistics up there.

16 SALLY GIBERT: I can't do the
17 16th.

18 TOM GEORGE: 9?

19 TIM CUDNEY: 9 looks good.
20 George, any objections to 9?

21 SALLY GIBERT: 9, 9.

22 CHARLIE SASSARA: One, two,
23 three, four -- go.

24 NANCY BALE: Doing Thursdays not
25 Fridays --

1 TOM GEORGE: If you're going to
2 meet something and adopt resolutions.

3 NANCY BALE: It works better for
4 me to have it on a Friday. It's a long drive.
5 I have to work, so hard to get a sub.

6 SALLY GIBERT: Maybe have the
7 meeting on the 10th. If people wanted to do
8 stuff on the 9th, I probably wouldn't come. If
9 people wanted to do stuff on the 11th, that's a
10 Saturday.

11 Have the meeting on the 10th.
12 People can do a voluntary Park or whatever on
13 the 9th. We can do the voluntary stuff and
14 meet on the 11th, Saturday.

15 SUZANNE RUST: I'd prefer during
16 the week. Kids.

17 SALLY GIBERT: Nancy, keep --
18 Nancy is advocating for a weekend meeting.
19 She's never gotten one.

20 NANCY BALE: Friday works better
21 for me. I know people have families and need
22 the weekends.

23 SALLY GIBERT: So go with Friday
24 for the meeting, and any Triple Lakes voluntary
25 activities on the 9th.

1 BRIAN OKONEK: What time does it
2 start?

3 MIRIAM VALENTINE: Okay. Thanks,
4 this will be easy. This is a great segue. On
5 our overflights place which is located on the
6 Denali home page, so the first thing, notice it
7 says "update," and it gives you the time and
8 location and the date of the meeting.

9 SALLY GIBERT: Thank you.

10 MIRIAM VALENTINE: If ever in
11 doubt.

12 NANCY BALE: We need to be on
13 Twitter.

14 MIRIAM VALENTINE: We were
15 talking about so people get an automatic
16 tickler back -- I don't know where to plug this
17 in on your computer. It obviously needs it.

18 So, this thing up here,
19 "subscribe," it kind of -- you know, I honestly
20 don't know how this works, because I've never
21 used it off this site. I've used it when the
22 State of Alaska does this on some of their
23 planning efforts so you ask for an automatic
24 tickler to come electronically to you. I get
25 it from the State of Alaska every time a

1 certain Web page is updated. I get a tickler
2 that says the page was updated and it updated
3 the system information, so I've never
4 subscribed myself, but it should give you
5 information about this.

6 SALLY GIBERT: We should all
7 subscribe to that.

8 MIRIAM VALENTINE: If you have
9 people who are interested in your process, what
10 is an RSS? It tells you how to fix it on your
11 computer.

12 NANCY BALE: Is it not through
13 your e-mail --

14 TIM CUDNEY: It comes from the
15 Hotlook e-mail.

16 MIRIAM VALENTINE: That's on
17 there. Also know on this site, we will link
18 with what Jared was talking about, the nature
19 science page where it takes you right to the
20 soundscape information now. So it gives you
21 the charter. It has a link to the backcountry
22 management plan. It has a link to all you guys
23 on the council membership. The meeting
24 documents page is different than the
25 transcription piece of it. So the transcript

1 is the formal that's being done, but the
2 meeting notes is anything that we have talked
3 about at a meeting that we've uploaded.

4 So it kind of gives -- you know,
5 if anybody was -- any information we've
6 presented, Parks Service, so if somebody really
7 wants, the sound-sensitive areas map is located
8 on this, so if you have constituents who are
9 interested and want to just get up-to-speed, a
10 majority of the information is here.

11 Okay.

12 NANCY BALE: Thank you, Miriam.

13 MIRIAM VALENTINE: Is that
14 helpful? Right on.

15 BRIAN OKONEK: At the Murie
16 Science Center?

17 SALLY GIBERT: We have to figure
18 that out. In terms of time, I think we'll be
19 able to do 9:00 o'clock. We're not going to
20 drive up from Anchorage and attend that meeting
21 anyway. So we'll have to spend the night. So
22 we might as well make it 9:00.

23 NANCY BALE: So September 10th.

24 ERIKA BENNETT: Would we
25 coordinate with you for lodging again?

1 MIRIAM VALENTINE: You know what,
2 let me see if I can get us all in the same
3 place. See if we can all stay in the park.

4 TIM CUDNEY: This year's
5 reservation will be wide open. We might just
6 block it.

7 SALLY GIBERT: Can we go off
8 record now?

9 NANCY BALE: I just have one
10 request to make, or a thought that I had that I
11 want to talk about. So, but it could be off
12 the record.

13 SALLY GIBERT: What is it about?

14 NANCY BALE: About having a
15 Kantishna subcommittee. Suzanne wanted to be
16 on that, with the intention of going out to
17 Kantishna. We would probably get together as a
18 subcommittee and develop a strategy, go out to
19 Kantishna, since it promises it will probably
20 be a hot spot, a difficult spot to deal with.
21 We haven't really had the chance to talk one on
22 one with Greg LaHaie yet. I was thinking we
23 could involve maybe one or two lodge owners, a
24 couple or three of the summer residents like
25 usually they're lodge employees and some

1 members of council who want to do it and Greg
2 and do a roundtable. Our subcommittee can
3 develop some questions, open-ended questions to
4 involve the people and get feedback and then
5 make a report. We could make the report in
6 September.

7 SALLY GIBERT: Sounds good.

8 NANCY BALE: So Suzanne had
9 wanted to join it. If the council thinks
10 that's a good idea, and productive. Everybody
11 could provide feedback as to how to approach
12 it. It would be good if there were two or
13 three members of the council that would go to
14 Kantishna. I might be able to get us a place
15 to stay, you never know.

16 SALLY GIBERT: You're in. You're
17 in.

18 BRIAN OKONEK: I'd be interested
19 in that.

20 NANCY BALE: Susan, Charlie,
21 Erica? Brian? Tim -- and Brian.

22
23 SALLY GIBERT: Schedule
24 activities, send out an e-mail. If everybody
25 wants to tag along, we can. We're officially

1 done. Thank you for your patience.

2 (Meeting adjourned at 5:20 p.m.)

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