



10 RECOMMENDED REVISED NOISE COMPATIBILITY PROGRAM AND ASSOCIATED NOISE EXPOSURE MAPS

Table 42 on the following page presents a summary of the recommended revised Noise Compatibility Program, with revisions based on the analyses of existing measures and of proposed alternatives presented in Sections 7, 8, and 9, for the noise abatement, compatible land use, and program management categories, respectively. Sections 7.10, 8.4, and 0 provide detailed wording of the recommendations summarized in the right-hand column for the three categories. The table does not repeat those detailed recommendations, for conciseness.

As requested by the lead FAA contact for this Part 150 update, in the Detroit ADO, the table retains the numbering for existing program measures. New measures in the noise abatement and land use categories are appended to the end of each list. The lists and numbering retain completed and eliminated measures, with appropriate notation, to facilitate clear tracking of measures over time.

The Akron-Canton Airport Authority presents these final recommendations in its role as the airport operator. While many parties were involved in arriving at these recommendations, as discussed in Sections 1.2 and 11, the recommendations are the Authority's and not those of the consultants or any third party.

Subsections 10.1, 10.2, and 10.3 address specific Part 150 requirements (set forth in §150.35(b) and §B150.5) for the three categories of measures:

- Indication of how recommendations may change previously adopted plans.
- Identification of agencies responsible for implementing each recommendation and whether those agencies have agreed to implement.
- Identification of essential government actions necessary to implement recommendations.
- Indicates agreed-upon schedule to implement alternatives and time period covered by the program
- Includes costs to implement alternatives and anticipated funding sources.

Subsection 10.4 responds to the Part 150 requirement to demonstrate that the analyses support the program standards set forth in §150.35(b).

Subsection 10.5 responds to the Part 150 requirement to demonstrate that the analyses support the program standards set forth in §B150.5.

Section 10.6 presents the 2014 and 2019 Noise Exposure Maps with the Revised Noise Compatibility Program. Section 10.7 presents land use compatibility within those revised Noise Exposure Maps 2014 and 2019 Noise Exposure Maps with Revised Noise Compatibility Program



Table 42 Summary of Noise Compatibility Program Recommendations

Source: CAK, HMMH, CHA, 2014

Category and #	Measure	Summary Recommendation	
Noise Abatement	NA-1	Pilots of all turbojet aircraft may voluntarily use recommended noise abatement departure procedures.	Continue measures as previously approved by FAA for implementation on a voluntary basis.
	NA-2	Establish maximum climb departures for helicopters.	
	NA-3	Pilots of all turbojet aircraft may voluntarily restrict the use of reverse thrust activity at night (10:00 p.m. – 7:00 a.m.).	
	NA-4	All eastbound turbojet aircraft departing on Runway 23 maintain runway heading until 3 nautical miles from the radar or until the aircraft is at 2,500 feet MSL (1,300 AGL).	
	NA-5	All eastbound turbojet aircraft departing Runway 19 initiate a turn to a heading of 160 degrees at two nautical miles from the radar and maintain heading to four miles.	
	NA-6	Designate the location and orientation of engine runups.	Continue as previously approved by FAA.
	NA-7	Designate the location for an engine maintenance-runup enclosure.	Eliminate measure because the effectiveness of NA-6 makes it unnecessary.
	NA-8	Improve engine runup and taxiing procedures.	Eliminate measure because the effectiveness of NA-6 and absence of any identified noise issue of concern makes it unnecessary.
	NA-9	Voluntary, informal runway use program, as defined under FAA Order 8400.9, "National Safety and Operational Criteria for Runway Use Programs," to shift departures from Runway 23 to 19 when operating in the south flow at night.	Add new measure, in the form proposed by the FAA ATCT Manager in the draft "Noise Abatement" section for the ATCT Standard Operating Procedures presented in Section 7.9.
Land Use Management	LU-1	Acquire in fee simple two existing residential properties within the 65 DNL noise contour.	Measure is complete, because the Authority acquired the two properties.
	LU-2	Develop a sound insulation program.	Eliminate measures as unnecessary, because there are no longer any eligible properties.
	LU-3	Develop and avigation easement program.	
	LU-4	Pursue overlay zoning for one vacant parcel in City of Green.	Eliminate measures because they are replaced by new measure LU-10.
	LU-5	Acquire vacant residentially zoned property in the City of Green and Jackson Township.	
	LU-6	Develop subdivision regulations.	
	LU-7	Develop fair disclosure regulations.	
	LU-8	Comprehensive planning.	
	LU-9	Capital improvement planning.	
	LU-10	Adopt multi-jurisdiction airport overlay zone for notification purposes	Request FAA approval of a new measure, implemented in the form proposed in Section 8.5.
Program Management	PM-1	Update noise complaint receipt and response procedures.	Continue as approved by FAA and as implemented by CAK.
	PM-2	Establish noise-monitoring system.	Eliminate measure due to its irrelevance to monitoring any other measure's effectiveness.
	PM-3	Public information program / pilot handouts.	Continue as approved by FAA, with enhanced implementation.
	PM-4	Designate a noise abatement contact.	Continue as approved by FAA, in coordination with PM-1.
	PM-5	Provide brief ATIS advisories, such as "noise abatement procedures in effect" on a voluntary basis when time and space permit.	Continue as approved by FAA.
	PM-6	Purchase and install airside signs to advertise NCP measures.	Eliminate measure due to FAA ATCT and pilot opposition.
	PM-7	NEM/NCP review and revisions.	Continue as approved by FAA, with refinements.



10.1 Noise Abatement Recommendations

The following subsections address specific Part 150 documentation requirements for each of the Authority's noise abatement recommendations.

10.1.1 **NA-1: Pilots of all turbojet aircraft may voluntarily use recommended noise abatement departure procedures.**

- *How recommendation may change previously adopted plans:* This measure will continue the existing measure without change.
- *Agencies responsible for implementing each recommendation and whether those agencies have agreed to implement:* The Authority will advertise the measure through the CAK web site, emailed communications with pilots and operators, and through posting on standard industry websites.
- *Essential government actions necessary to implement recommendations:* Authority promotion as noted above.
- *Agreed-upon schedule to implement alternatives and time period covered by the program:* Existing measure to be continued until it is determined that it is no longer justified based on a future Noise Exposure Map update and Noise Compatibility Program review, as discussed in Section 9.7.
- *Costs to implement alternatives and anticipated funding sources:* Largely Authority staff time. Minor out-of-pocket costs for reproduction, etc.

10.1.2 **NA-2: Establish maximum climb departures for helicopters.**

- *How recommendation may change previously adopted plans:* This measure will continue the existing measure without change.
- *Agencies responsible for implementing each recommendation and whether those agencies have agreed to implement:* The FAA ATCT will continue to implement on a wind, weather, and traffic permitting basis.
- *Essential government actions necessary to implement recommendations:* As discussed in Section 7.9, the FAA ATCT Manager has proposed to update the "Noise Abatement" section of the CAK ATCT Standard Operating Procedures (SOP) to recognize this measure.
- *Agreed-upon schedule to implement alternatives and time period covered by the program:* Existing measure to continue until it is determined that it is no longer justified based on a future Noise Exposure Map update and Noise Compatibility Program review, as discussed in Section 9.7.
- *Costs to implement alternatives and anticipated funding sources:* No significant expense beyond minor CAK and FAA staff time for coordination and administration anticipated.

10.1.3 **NA-3: Pilots of all turbojet aircraft may voluntarily restrict the use of reverse thrust activity at night (10:00 p.m. – 7:00 a.m.).**

- *How recommendation may change previously adopted plans:* This measure will continue the existing measure without change.
- *Agencies responsible for implementing each recommendation and whether those agencies have agreed to implement:* The Authority will advertise the measure through the CAK web site, emailed communications with pilots and operators, and through posting on standard industry websites.



- *Essential government actions necessary to implement recommendations:* Authority promotion as noted above.
- *Agreed-upon schedule to implement alternatives and time period covered by the program:* Existing measure to continue until it is determined that it is no longer justified based on a future Noise Exposure Map update and Noise Compatibility Program review, as discussed in Section 9.7.
- *Costs to implement alternatives and anticipated funding sources:* Largely Authority staff time. Minor out-of-pocket costs for reproduction, etc.

10.1.4 NA-4: All eastbound turbojet aircraft departing on Runway 23 maintain runway heading until 3 nautical miles from the radar or at 2,500 feet MSL (1,300 AGL).

- *How recommendation may change previously adopted plans:* This measure will continue the existing measure without change.
- *Agencies responsible for implementing each recommendation and whether those agencies have agreed to implement:* The FAA ATCT will continue to implement on a wind, weather, and traffic permitting basis.
- *Essential government actions necessary to implement recommendations:* As discussed in Section 7.9, the FAA ATCT Manager has proposed to update the “Noise Abatement” section of the CAK ATCT Standard Operating Procedures (SOP) to recognize this measure.
- *Agreed-upon schedule to implement alternatives and time period covered by the program:* Existing measure to continue until it is determined that it is no longer justified based on a future Noise Exposure Map update and Noise Compatibility Program review, as discussed in Section 9.7.
- *Costs to implement alternatives and anticipated funding sources:* No significant expense beyond minor CAK and FAA staff time for coordination and administration anticipated.

10.1.5 NA-5: All eastbound turbojet aircraft departing Runway 19 initiate a turn to a heading of 160 degrees at two nautical miles from the radar and maintain heading to four miles.

- *How recommendation may change previously adopted plans:* This measure will continue the existing measure without change.
- *Agencies responsible for implementing each recommendation and whether those agencies have agreed to implement:* The FAA ATCT will continue to implement on a wind, weather, and traffic permitting basis.
- *Essential government actions necessary to implement recommendations:* As discussed in Section 7.9, the FAA ATCT Manager has proposed to update the “Noise Abatement” section of the CAK ATCT Standard Operating Procedures (SOP) to recognize this measure.
- *Agreed-upon schedule to implement alternatives and time period covered by the program:* Existing measure to continue until it is determined that it is no longer justified based on a future Noise Exposure Map update and Noise Compatibility Program review, as discussed in Section 9.7.
- *Costs to implement alternatives and anticipated funding sources:* No significant expense beyond minor CAK and FAA staff time for coordination and administration anticipated.

10.1.6 NA-6: Designate the location and orientation of engine runups.

- *How recommendation may change previously adopted plans:* This measure will continue the existing measure without change.



- *Agencies responsible for implementing each recommendation and whether those agencies have agreed to implement:* The Authority will advertise the measure through the CAK web site, emailed communications with pilots and operators, and through posting on industry websites.
- *Essential government actions necessary to implement recommendations:* Authority promotion as noted above.
- *Agreed-upon schedule to implement alternatives and time period covered by the program:* Existing measure to continue until it is determined that it is no longer justified based on a future Noise Exposure Map update and Noise Compatibility Program review, as discussed in Section 9.7.
- *Costs to implement alternatives and anticipated funding sources:* Largely Authority staff time. Minor out-of-pocket costs for reproduction, etc.

10.1.7 **NA-7: Designate the location for an engine maintenance runup enclosure.**

Measure to be discontinued. No implementation actions, responsibilities, or costs apply.

10.1.8 **NA-8: Improve engine runup and taxiing procedures.**

Measure to be discontinued. No implementation actions, responsibilities, or costs apply.

10.1.9 **NA-9: Voluntary, informal runway use program, as defined under FAA Order 8400.9, "National Safety and Operational Criteria for Runway Use Programs," to shift departures from Runway 23 to 19 when operating in the south flow at night.**

- *How recommendation may change previously adopted plans:* This measure will add a new measure to the existing Noise Compatibility Program.
- *Agencies responsible for implementing each recommendation and whether those agencies have agreed to implement:* The FAA must review the recommendation to determine if it will approve its addition to the Noise Compatibility Program. If the FAA approves that addition, the ATCT will implement it on a wind, weather, and traffic permitting basis.
- *Essential government actions necessary to implement recommendations:* As discussed in Section 7.9, the FAA ATCT Manager has proposed to update the "Noise Abatement" section of the CAK ATCT Standard Operating Procedures (SOP) to recognize this measure.
- *Agreed-upon schedule to implement alternatives and time period covered by the program:* To be implemented as soon as feasible after FAA approval for inclusion in the Noise Compatibility Program. To continue until a future Noise Exposure Map update and Noise Compatibility Program review, as discussed in Section 9.7, determine the measure is no longer justified.
- *Costs to implement alternatives and anticipated funding sources:* No significant expense beyond minor CAK and FAA staff time for coordination and administration anticipated.

10.2 Land Use Measures

As discussed in detail in Section 8.4, the Authority recommends addition of a single new compatible land use recommendation (LU-10), and discontinuation of all previously approved measures (LU-1 through LU-9) because they have been completed or are unjustified in the absence of any remaining noncompatible land use within the noise contours.

10.2.1 **Recommended Measure LU-10**

The Authority will work with local land use control jurisdictions to implement an Airport Overlay Zone. Local jurisdictions will notify the Authority regarding proposed subdivisions, new



development, and changes in land use, zoning, or other land use actions within the zone, to ensure the Authority has the opportunity to identify and comment on any potential noise compatibility issues. An ancillary benefit of this measure is that it will provide the Authority with opportunity to comment on potential airspace obstructions.

- *How recommendation may change previously adopted plans:* This measure will add a new measure to the existing Noise Compatibility Program.
- *Agencies responsible for implementing each recommendation and whether those agencies have agreed to implement:* The FAA must review the recommendation to determine if it will approve its addition to the Noise Compatibility Program. As discussed in Section 8.3.4, Authority representatives met with representatives of all local land use control and advisory agencies within the proposed overlay district and received their endorsement for the proposal.
- *Essential government actions necessary to implement recommendations:* Section 8.5 presents draft text of language for the Authority to share with local jurisdictions to consider using as a model for implementation of the AOZ for notification purposes. Once the FAA has approved this measure, the Authority will contact those agencies and request that they implement consistent language through local regulations or policies as they deem most appropriate.
- *Agreed-upon schedule to implement alternatives and time period covered by the program:* To be implemented as soon as feasible after FAA approval for inclusion in the Noise Compatibility Program. To continue until it is determined that it is no longer justified based on a future Noise Exposure Map update and Noise Compatibility Program review, as discussed in Section 9.7.
- *Costs to implement alternatives and anticipated funding sources:* No significant expense beyond minor CAK and local agency staff time for coordination and administration anticipated.

10.2.2 Existing Measures LU-1 through LU-9

As discussed in Section 8.4, the Authority recommends discontinuation of all previously approved measures (LU-1 through LU-9) because they are completed or are unjustified in the absence of any remaining noncompatible land use within the noise contours.

- *How recommendation may change previously adopted plans:* This recommendation will eliminate nine existing Noise Compatibility Program measures.
- *Agencies responsible for implementing each recommendation and whether those agencies have agreed to implement:* No implementation is action required, other than those discussed in the following bullet related to approving and documenting the elimination of the measures.
- *Essential government actions necessary to implement recommendations:* The FAA must review the recommendation to determine if it will approve the elimination of the measures. The Authority would modify the program description on the CAK website to reflect the approval.
- *Agreed-upon schedule to implement alternatives and time period covered by the program:* To be implemented as soon as feasible after FAA approval. To continue until a future Noise Exposure Map update and Noise Compatibility Program review, as discussed in Section 9.7, determine that it would be appropriate for the Authority to reconsider similar measures.
- *Costs to implement alternatives and anticipated funding sources:* None.

10.3 Program Management Measures

The following subsections address specific Part 150 documentation requirements for each of the Authority's program management recommendations.



10.3.1 **Update Noise Complaint Receipt and Response Procedures**

- *How recommendation may change previously adopted plans:* No change.
- *Agencies responsible for implementing each recommendation and whether those agencies have agreed to implement:* Continuing Authority staff implementation.
- *Essential government actions necessary to implement recommendations:* Continuing Authority staff implementation.
- *Agreed-upon schedule to implement alternatives and time period covered by the program:* Continuing Authority staff implementation with no anticipated end date.
- *Costs to implement alternatives and anticipated funding sources:* Authority staff time.

10.3.2 **Establish Noise Monitoring System**

- *How recommendation may change previously adopted plans:* This recommendation will eliminate an existing Noise Compatibility Program measure.
- *Agencies responsible for implementing each recommendation and whether those agencies have agreed to implement:* No implementation is action required, other than those discussed in the following bullet related to approving and documenting the elimination of the measures.
- *Essential government actions necessary to implement recommendations:* The FAA must review the recommendation to determine if it will approve the elimination of the measures. The Authority would modify the program description on the CAK website to reflect the approval.
- *Agreed-upon schedule to implement alternatives and time period covered by the program:* To be implemented as soon as feasible after FAA approval. To continue until a future Noise Exposure Map update and Noise Compatibility Program review, as discussed in Section 9.7, determine that it would be appropriate for the Authority to reconsider similar measures.
- *Costs to implement alternatives and anticipated funding sources:* None.

10.3.3 **Public Information Program / Pilot Handouts**

- *How recommendation may change previously adopted plans:* No change.
- *Agencies responsible for implementing each recommendation and whether those agencies have agreed to implement:* Continuing Authority staff implementation.
- *Essential government actions necessary to implement recommendations:* Continuing Authority staff implementation.
- *Agreed-upon schedule to implement alternatives and time period covered by the program:* Continuing Authority staff implementation with no anticipated end date.
- *Costs to implement alternatives and anticipated funding sources:* Authority staff time, minor reproduction expense.

10.3.4 **Designate a Noise Abatement Contact**

- *How recommendation may change previously adopted plans:* No change.
- *Agencies responsible for implementing each recommendation and whether those agencies have agreed to implement:* Continuing Authority staff implementation.
- *Essential government actions necessary to implement recommendations:* Continuing Authority staff implementation.
- *Agreed-upon schedule to implement alternatives and time period covered by the program:* Continuing Authority staff implementation with no anticipated end date.



- *Costs to implement alternatives and anticipated funding sources:* Authority staff time.

10.3.5 **Provide Brief ATIS Advisories, Such as “Noise Abatement Procedures in Effect” on a Voluntary Basis When Time and Space Permit**

- *How recommendation may change previously adopted plans:* No change.
- *Agencies responsible for implementing each recommendation and whether those agencies have agreed to implement:* Continuing FAA ATCT implementation.
- *Essential government actions necessary to implement recommendations:* Continuing FAA ATCT implementation.
- *Agreed-upon schedule to implement alternatives and time period covered by the program:* Continuing FAA ATCT implementation with no anticipated end date.
- *Costs to implement alternatives and anticipated funding sources:* Minor FAA ATCT staff time.

10.3.6 **Purchase and Install Airside Signs To Advertise NCP Measures**

- *How recommendation may change previously adopted plans:* This recommendation will eliminate one existing Noise Compatibility Program measure for the reasons discussed in Section 9.6.
- *Agencies responsible for implementing each recommendation and whether those agencies have agreed to implement:* No implementation is action required, other than those discussed in the following bullet related to approving and documenting the elimination of the measures.
- *Essential government actions necessary to implement recommendations:* The FAA must review the recommendation to determine if it will approve the elimination of the measures. The Authority would modify the program description on the CAK website to reflect the approval.
- *Agreed-upon schedule to implement alternatives and time period covered by the program:* To be implemented as soon as feasible after FAA approval. To continue until a future Noise Exposure Map update and Noise Compatibility Program review, as discussed in Section 9.7, determine that it would be appropriate for the Authority to reconsider similar measures.
- *Costs to implement alternatives and anticipated funding sources:* None.

10.3.7 **NEM/NCP review and revisions**

- *How recommendation may change previously adopted plans:* No change.
- *Agencies responsible for implementing each recommendation and whether those agencies have agreed to implement:* Authority staff for annual reviews and FAA consultation if needed
- *Essential government actions necessary to implement recommendations:* Annual Authority staff reviews as described in Section 9.7, with FAA consultation if needed.
- *Agreed-upon schedule to implement alternatives and time period covered by the program:* Continuing Authority staff implementation with no anticipated end date.
- *Costs to implement alternatives and anticipated funding sources:* Annual Authority staff time, FAA consultation if triggered, with no appreciable cost. Remote possibility of the potential expense of Noise Exposure Map and Noise Compatibility Program updates, which likely would involve Authority and FAA participation. The need to undertake this ultimate step in the process described in Section 9.7 is so unlikely at this time that the expense is not worth considering.



10.4 Program Standards Set Forth in §150.35(b)

§150.35(b) sets standards for the FAA Administrator to consider in approving Noise Compatibility Program measures. The section is reproduced below with annotations addressing each requirement):

- (b) The Administrator approves programs under this part, if—
 - (1) It is found that the program measures to be implemented would not create an undue burden on interstate or foreign commerce (including any unjust discrimination) and are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and of preventing the introduction of additional noncompatible land uses; [*There is no evidence or feedback from any party indicating that any existing or proposed measure will place any burden on commerce or discriminate against any party. Sections 7, 8, and 9 discuss the manner in which each measure will contribute in a reasonable fashion to promoting land use compatibility.*]
 - (2) The program provides for revision if made necessary by the revision of the noise map; and [*See Section 9.7.*]
 - (3) Those aspects of programs relating to the use of flight procedures for noise control can be implemented within the period covered by the program and without—
 - (i) Reducing the level of aviation safety provided;
 - (ii) Derogating the requisite level of protection for aircraft, their occupants and persons and property on the ground;
 - (iii) Adversely affecting the efficient use and management of the Navigable Airspace and Air Traffic Control Systems; or
 - (iv) Adversely affecting any other powers and responsibilities of the Administrator prescribed by law or any other program, standard, or requirement established in accordance with law.

[*The FAA ATCT Manager's support for implementation of the measures demonstrates compliance with these requirements. See Section 7.9.*]

10.5 Program Standards Set Forth in §B150.5

§B150.5, "Program standards," rephrases the program standards set forth in §150.35(b). The section is reproduced below with annotations addressing each requirement):

Based upon the airport noise exposure and noncompatible land uses identified in the map, the airport operator shall evaluate the several alternative noise control actions and develop a noise compatibility program which—

- (a) Reduces existing noncompatible uses and prevents or reduces the probability of the establishment of additional noncompatible uses. [*The manner in which each measure will contribute in a reasonable fashion to promoting land use compatibility is discussed in detail in Sections 7, 8, and 9.*]
- (b) Does not impose undue burden on interstate and foreign commerce. [*There is no evidence or feedback from any party indicating that any existing or proposed measure will place any burden on commerce.*]
- (c) Provides for revision in accordance with §150.23 of this part. [*See Section 9.7.*]



- (d) Is not unjustly discriminatory. *[There is no evidence or feedback from any party indicating that any existing or proposed measure will discriminate against any party.]*
- (e) Does not derogate safety or adversely affect the safe and efficient use of airspace. *[FAA ATCT Manager's support summarized in Section 7.9, support from other aviation interests on Advisory Committee, and absence of any opposition on any basis demonstrate compliance with this requirement.]*
- (f) To the extent practicable, meets both local needs and needs of the national air transportation system, considering tradeoffs between economic benefits derived from the airport and the noise impact. *[FAA ATCT Manager's support summarized in Section 7.9, support from other aviation interests on Advisory Committee, and absence of any opposition on any basis demonstrate compliance with this requirement.]*
- (g) Can be implemented in a manner consistent with all of the powers and duties of the Administrator of FAA. *[FAA ATCT Manager's support summarized in Section 7.9, support from other aviation interests on Advisory Committee, and absence of any opposition on any basis demonstrate compliance with this requirement.]*



10.6 2014 and 2019 Noise Exposure Maps with Revised Noise Compatibility Program

Figure 65 presents the existing conditions Noise Exposure Map for 2014 operations with the revised Noise Compatibility Program. Figure 66 presents the five-year forecast conditions Noise Exposure Map for 2019 operations with the revised Noise Compatibility Program. Upon receipt of FAA approval of the proposed Noise Compatibility Program revisions, the Authority requests that the FAA accept these revised maps to be the new FAA accepted Noise Exposure Maps for purposes of Part 150, pursuant to §150.35(f).

These two figures contain all graphical elements that Part 150 requires be depicted on Noise Exposure Maps, with the exception of flight tracks, which Part 150 permits airports to submit in supplemental graphics.⁶⁶ Section 4.7.1 presents and discusses those supplemental graphics.

As noted in item IV.D of the checklist, Part 150 requires that Noise Exposure Maps depict the 65, 70, and 75 DNL noise contours. For informational purposes only, the figures also include the 60 DNL noise contour, using a dashed line.

10.7 Land Use Compatibility within 2014 and 2019 Noise Exposure Maps with Revised Noise Compatibility Program

As discussed in Section 2.4, CAK and local land use control jurisdictions have adopted Part 150 land use compatibility guidelines. Table 3 of this document reproduces those guidelines. As stated in the table, FAA considers all land uses compatible outside of 65 dB DNL. As shown on the figures, the 65 DNL contours for 2014 and 2019 extend off airport property only in two very limited areas:⁶⁷

- Immediately east of the Runway 19 landing threshold the contour extends over a parcel zoned for “manufacturing and production.” A recreational vehicle sales and distribution business is currently developing the parcel. This is a compatible land use. The parcel is in Green Township.
- The southwestern tip of the 65 dB DNL contour under the approach to Runway 5 touches a parcel zoned for “manufacturing and production.” A sand and gravel operation currently uses the parcel as a maintenance facility. This is a compatible land use. In addition, as shown on the figure, the Authority has an aviation easement over the parcel. This parcel is in Jackson Township.

The contours and land use data clearly illustrate that within the 65 dB DNL Noise Exposure Map contours for either 2014 or 2019:⁶⁸

- There are no residents.
- There is no noncompatible land use.
- There are no noise sensitive public buildings or other discrete “sensitive receptors” (e.g., schools, health care places of worship, facilities, or properties on or eligible for inclusion on the National Register for Historic Preservation).

⁶⁶ As noted in item IV.E of the Noise Exposure Map checklist, presented in Table 1 of this document.

⁶⁷ These are the same two areas where the 65 dB DNL contours for 2014 and 2019 with the existing Noise Compatibility Program extend off airport, as discussed in Section 5.2.

⁶⁸ Part 150 §A150.101(e) requires that the Noise Exposure Maps depict these categories of noncompatible or noise sensitive land uses within the 65, 70, and 75 DNL contours.



In summary, within the revised Noise Exposure Map contours for either 2014 or 2019 there are no noncompatible land uses, noise-sensitive buildings, residents, or other properties that Part 150 requires be identified for compatibility purposes

The Advisory Committee requested that the Noise Exposure Map figures depict the 60 dB DNL contours, *for informational purposes only*. Those contours extend off airport property over residential land uses. *Also for informational purposes only*, Table 43 presents the numbers of residents and dwelling units within the 60 to 65 dB DNL contour interval for 2014 and 2019, broken down by runway end. Table 44 compares these statistics to those for the existing Noise Compatibility Program, and summarizes the change associated with adoption of the revised program.

Table 43 Residential Land Use within 2014 and 2019 60 to 65 dB DNL Contour Interval by Runway End, with Revised Noise Compatibility Program

Source: HMMH, 2014

Year	Metric	North – off Runway 19 approach / Runway 1 departure end	Northeast – off Runway 23 approach / Runway 5 departure end	South – off Runway 1 approach / Runway 19 departure end	Southwest – off Runway 5 approach / Runway 23 departure end	TOTAL
2014	Residents	0	2	4	56	62
	Dwelling Units	0	1	2	24	27
2019	Residents	0	3	4	31	38
	Dwelling Units	0	1	2	15	18

Table 44 Reduction in Residential Land Use within 2014 and 2019 60 to 65 dB DNL Contour Interval by Runway End Associated with Revised Noise Compatibility Program

Source: HMMH, 2014

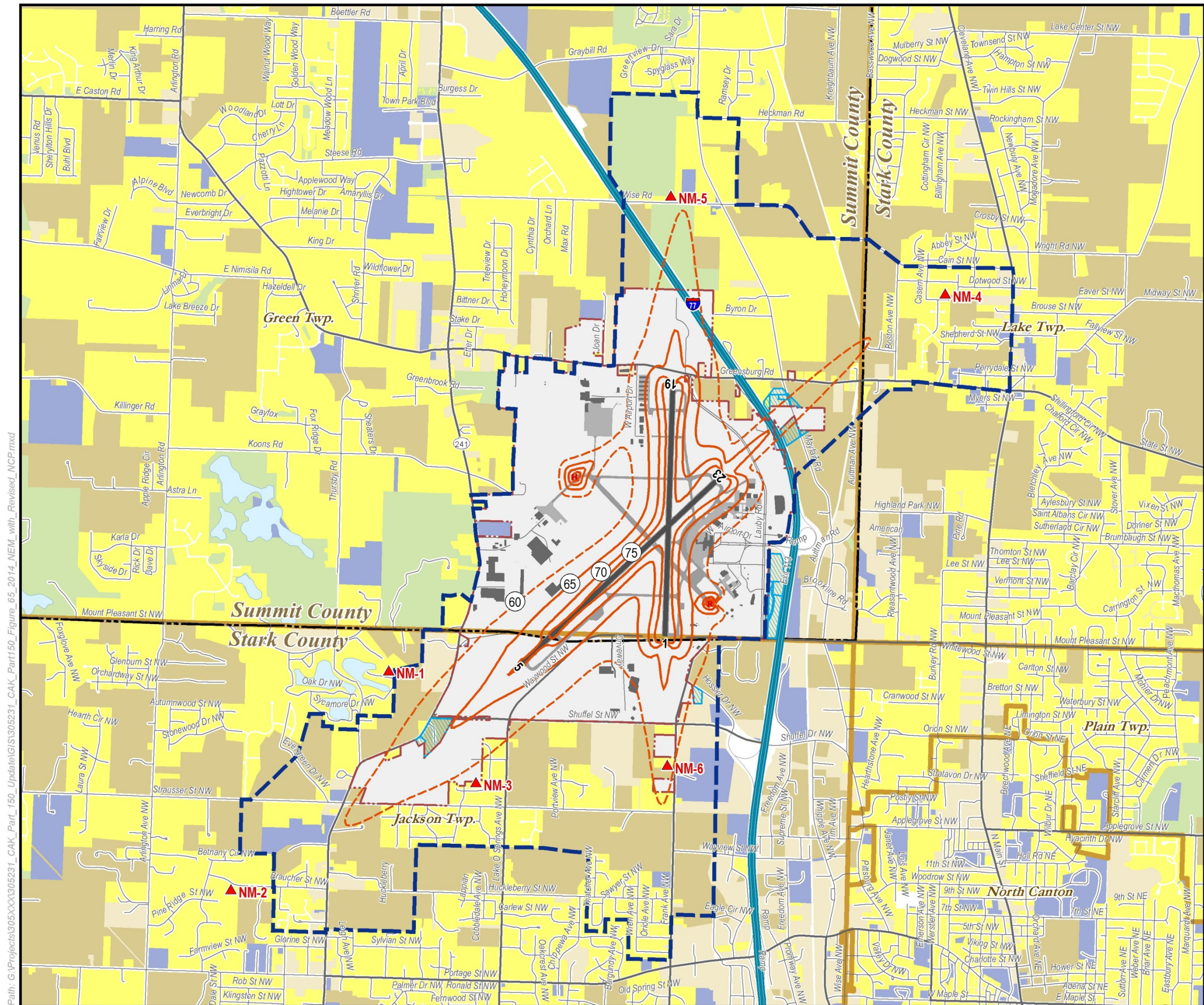
	Year	Metric	North – off Runway 19 approach / Runway 1 departure end	Northeast – off Runway 23 approach / Runway 5 departure end	South – off Runway 1 approach / Runway 19 departure end	Southwest – off Runway 5 approach / Runway 23 departure end	TOTAL
Existing NCP	2014	Residents	0	2	4	56	62
		Dwelling Units	0	1	2	24	27
	2019	Residents	0	3	4	31	38
		Dwelling Units	0	1	2	15	18
Revised NCP	2014	Residents	0	2	5	25	32
		Dwelling Units	0	1	2	12	15
	2019	Residents	0	10	5	17	32
		Dwelling Units	0	4	3	9	16
Change due to Revised NCP	2014	Residents	0	0	1	-31	-30
		Dwelling Units	0	0	0	-12	-12
	2019	Residents	0	7	1	-14	-6
		Dwelling Units	0	3	1	-6	-2



Figure 65
2014 Noise Exposure Map with
Revised Noise Compatibility Program
 14 CFR Part 150 Update

- Proposed Airport Overlay Zone (AOZ) Boundary
 - 2014 NEM with Revised NCP DNL Contour (65-75 dB)
 - 2014 NEM with Revised NCP DNL Contour (60 dB, for informational purposes only)
 - Airport Property Boundary
 - Avigation Easement
 - Airport Runway
 - ▲ NM-# Portable Noise Monitoring Sites
 - Ⓜ OANG Helipad
 - Ⓜ Designated Runup Location
 - County Boundary
 - Township Boundary
- Land Use (Actual use, or zoned use where undeveloped.)
- Residential Use
 - Public Use
 - Commercial Use
 - Manufacturing and Production
 - Recreational and Open Space
 - Interstate Highways
 - Primary Roads
 - Local Roads
 - Water Bodies

Notes:
 Part 150 Sec. A150.101, Table 1 presents FAA land use compatibility guidelines as a function of yearly DNL. Under those guidelines, all land uses are considered compatible with noise exposure outside 65 DNL.



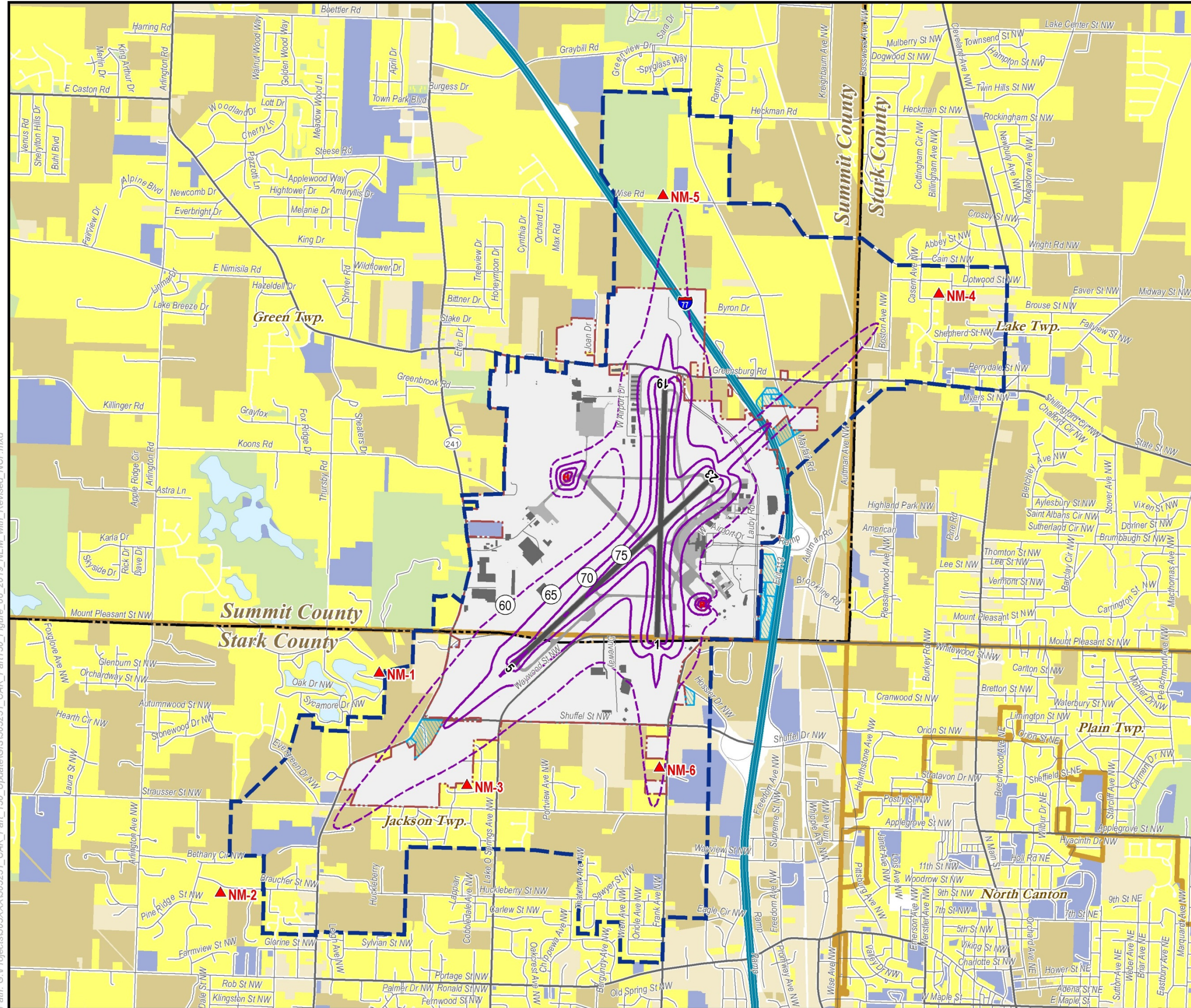
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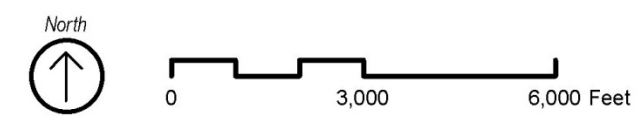


Figure 66
2019 Noise Exposure Map with
Revised Noise Compatibility Program
 14 CFR Part 150 Update



- Proposed Airport Overlay Zone (AOZ) Boundary
 - 2019 NEM with Revised NCP DNL Contour (65-75 dB)
 - 2019 NEM with Revised NCP DNL Contour (60 dB, for informational purposes only)
 - Airport Property Boundary
 - Avigation Easement
 - Airport Runway
 - ▲ NM-# Portable Noise Monitoring Sites
 - Ⓜ OANG Helipad
 - Ⓜ Designated Runup Location
 - County Boundary
 - Township Boundary
- Land Use (Actual use, or zoned use where undeveloped.)
- Residential Use
 - Public Use
 - Commercial Use
 - Manufacturing and Production
 - Recreational and Open Space
 - Interstate Highways
 - Primary Roads
 - Local Roads
 - Water Bodies

Notes:
 Part 150 Sec. A150.101, Table 1 presents FAA land use compatibility guidelines as a function of yearly DNL. Under those guidelines, all land uses are considered compatible with noise exposure outside 65 DNL.



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