

14 CFR Part 150 Noise Compatibility Study Update

Greater Rockford
Airport Authority
(GRAA)

Advisory Committee Meeting | November 2023



Agenda



- Part 150 Study Overview
- Public Involvement
- Future 2028 Noise Compatibility Program (NCP) Noise Contour
- Elements of a Noise Compatibility Program
- Noise Abatement Measures
- Land Use Mitigation Measures
 - Remedial / Corrective
 - Preventative
- Program Management Measures
- Next Steps

Noise Exposure Maps

- Description of the noise levels for existing and future (+5 years) conditions
- Future condition should take into account any changes (physical or operational) that may have an effect on the noise levels around the airport
 - Examples of physical changes may include: runway threshold relocation, changes in terminal/gate layout, new aircraft parking facilities
 - Examples of operational changes may include: changes in aircraft operating levels, and fleet mix, new flight tracks, new destinations

Part 150 Study Overview

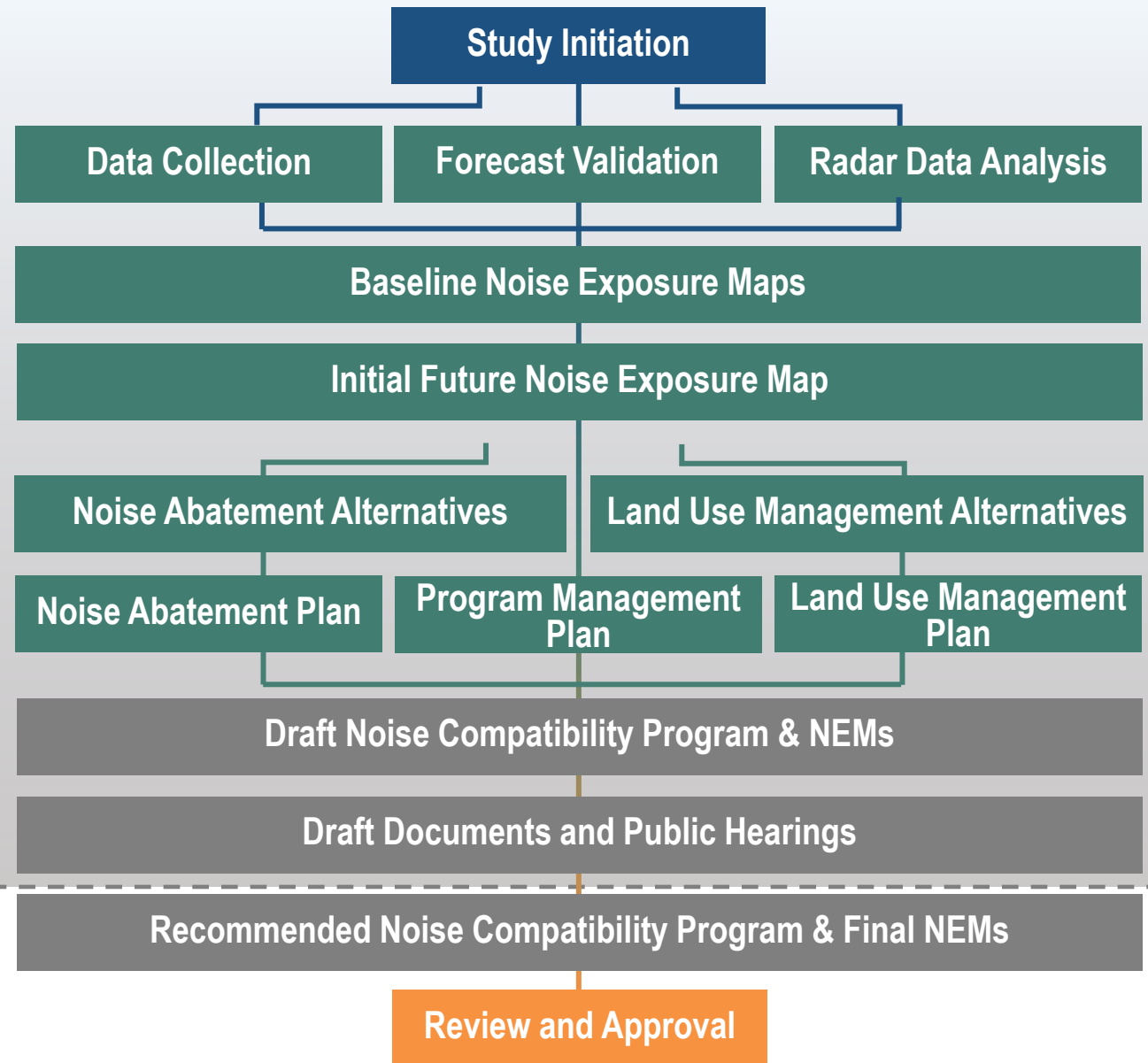
Elements of a Part 150 Study



Noise Compatibility Program

- Recommendations for reducing, minimizing, and/or mitigating aircraft noise and land use conflicts
 - Noise Abatement
 - Land Use Mitigation
 - Program Management

Part 150 Study Overview



WE ARE HERE

Public Involvement



Public Involvement Opportunities

- **Advisory Committee** – Group of stakeholders affected by, or having oversight responsibilities for, issues covered by the Part 150 Study Update
 - Airport Authority Officials
 - Aircraft Operators
 - Government Officials / Land Use Planners
 - Community Groups
 - Air Traffic Controllers
- **Public Workshops** - informational meetings to discuss and gather comments on potential aviation noise, land use, and other mitigation measures
- **Public Hearings** - to receive comments (either oral or written) from the public on the Draft Part 150 Study Update document
- **Project Website**
 - Project website will be updated with study information, including images and documents pertinent to the study - <https://www.airportprojects.net/rfd-part150/>
 - Posting of all meeting notices
 - Posting of study process and draft findings



Questions & Answers



Please raise hand to ask question

Existing (2023) Noise Exposure Contours



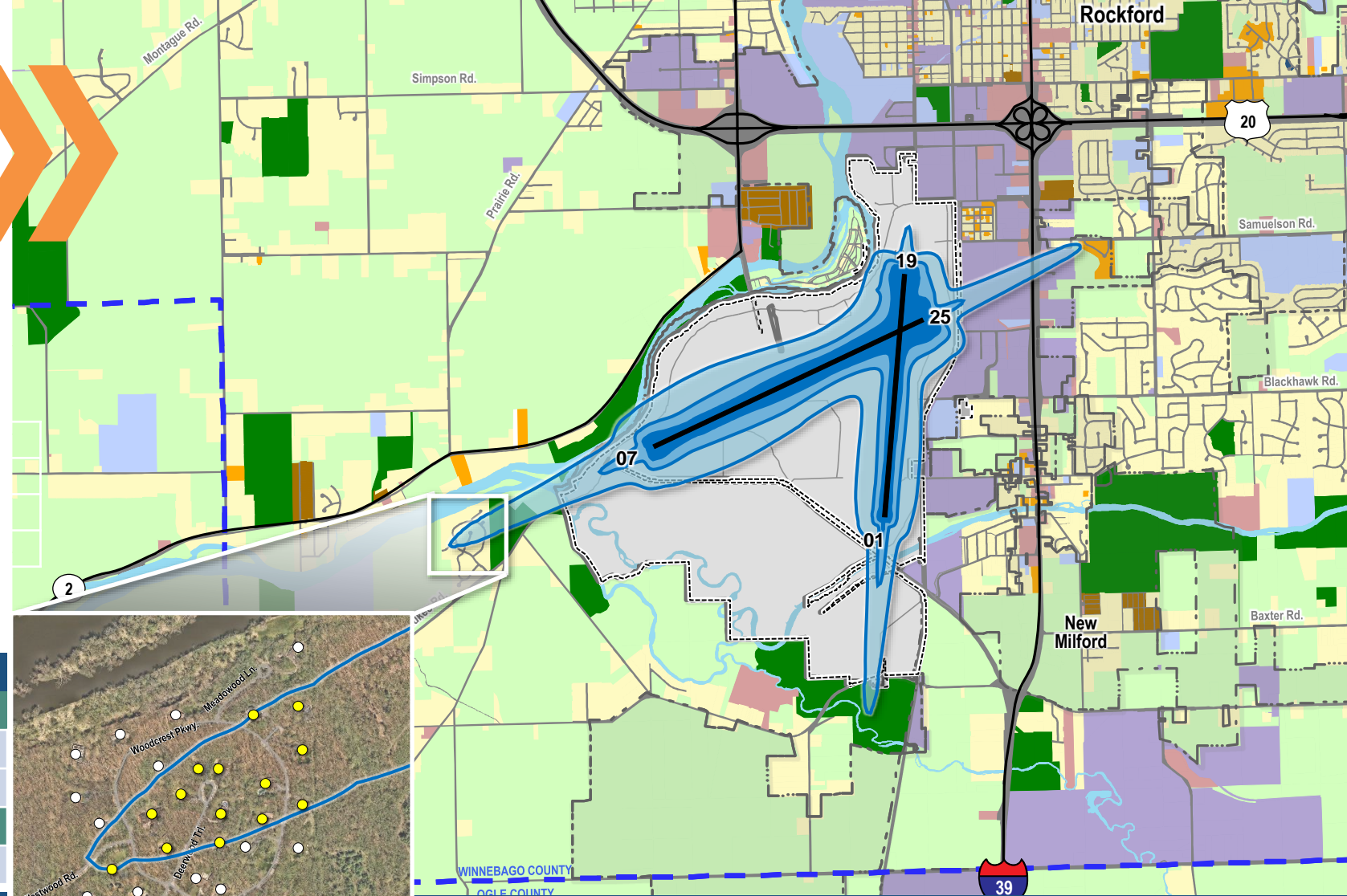
	65 - 70 DNL	822.6 Acres
	70 - 75 DNL	318.5 Acres
	75+ DNL	261.6 Acres
Total		1,402.7 Acres

Land Use Incompatibilities

RESIDENTIAL IMPACTS

	75+ DNL	70-75 DNL	65-70 DNL	65+ DNL
Single Family Units	0	0	14	14
Multi-Family Units	0	0	0	0
Total Housing Units	0	0	14	14
Estimated Population	0	0	36	36

Single-Family Residential	Water	Arterial Roads
Multi-Family Residential	Agricultural / Open Space / Vacant	Interstate/Major Roads
Manufactured Housing	Commercial	Airport Property Boundary
Park / Recreation	Industrial	County Boundaries
Institutional	ROW/Utility	Municipal Boundaries



RESIDENTIAL HOMES IMPACTED

- Single Family
- Multi Family
- Not Impacted by 65+ DNL Contour



Future 2028 NCP Noise Contour



NEMs Subject to FAA Review & Approval

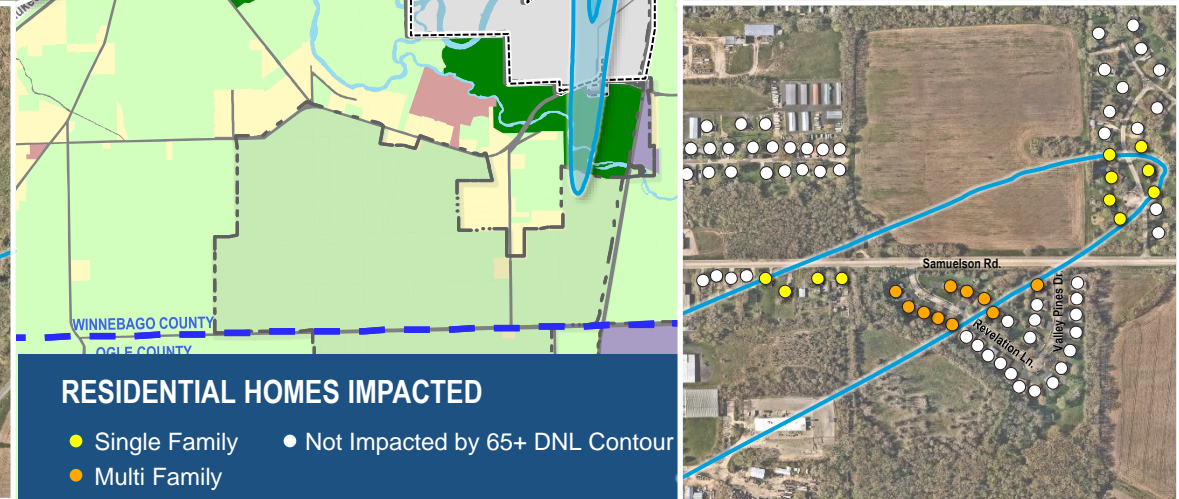
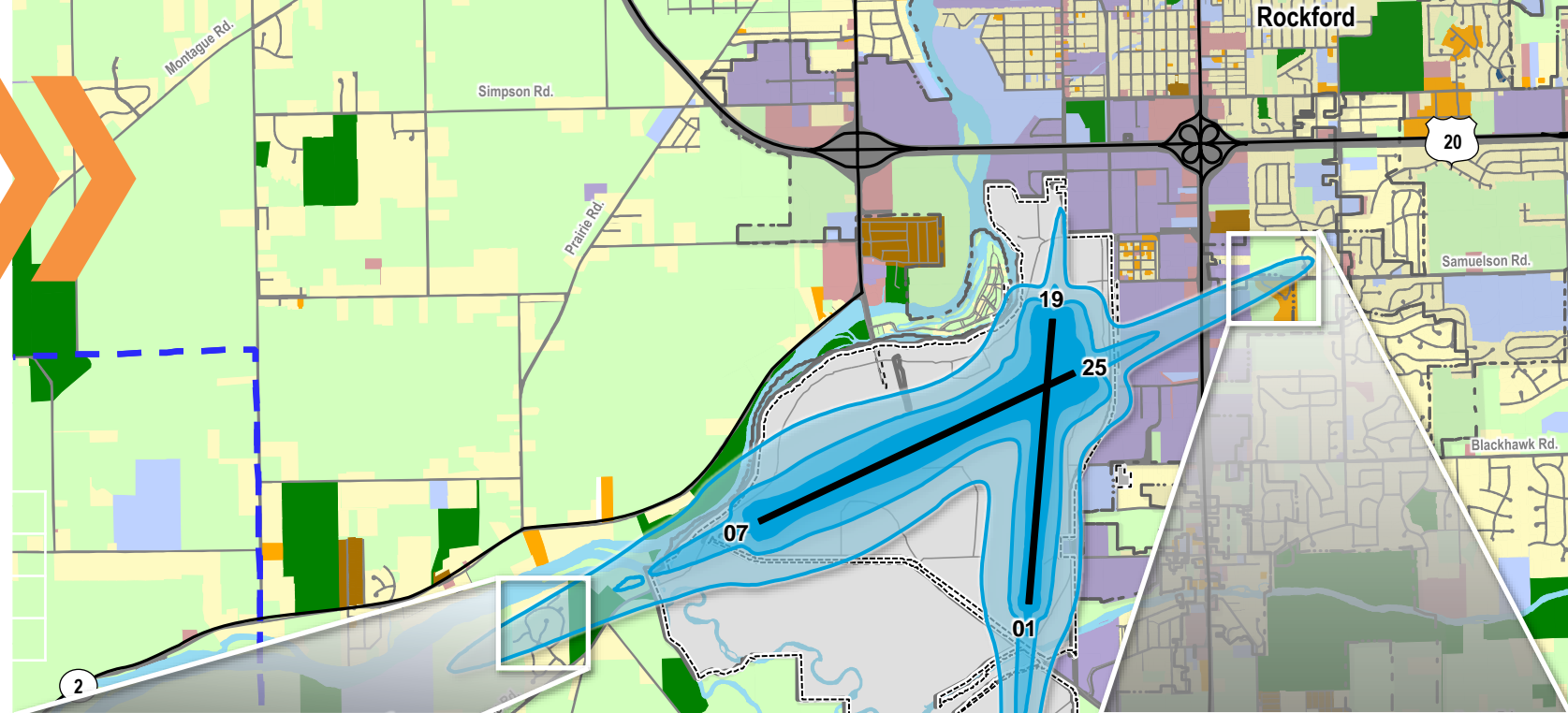
	65 - 70 DNL	1,170.9 Acres
	70 - 75 DNL	455.7 Acres
	75+ DNL	363.9 Acres
Total		1,990.5 Acres

Land Use Incompatibilities

RESIDENTIAL IMPACTS

	75+ DNL	70-75 DNL	65-70 DNL	65+ DNL
Single Family Units	0	0	41	41
Multi-Family Units	0	0	20	20
Total Housing Units	0	0	61	61
Estimated Population	0	0	162	162

	Single-Family Residential		Water		Arterial Roads
	Multi-Family Residential		Agricultural / Open Space / Vacant		Interstate/Major Roads
	Manufactured Housing		Commercial		Airport Property Boundary
	Park / Recreation		Industrial		County Boundaries
	Institutional		ROW/Utility		Municipal Boundaries



RESIDENTIAL HOMES IMPACTED



- Single Family
- Multi Family
- Not Impacted by 65+ DNL Contour







Noise Exposure Contours

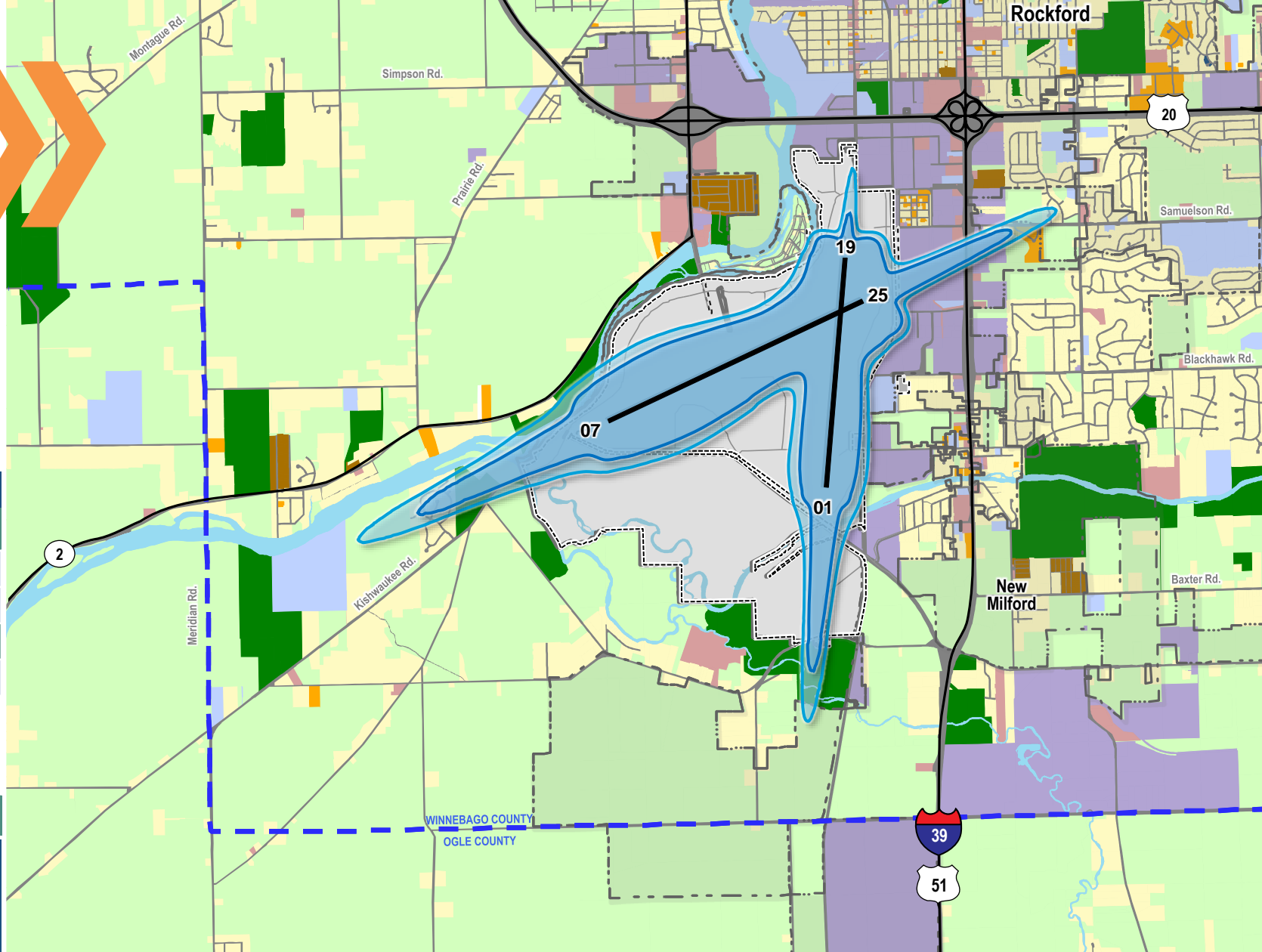
Existing 2023 / Future 2028 65 DNL Comparison

RESIDENTIAL IMPACTS

	2023 65+ DNL	2028 65+ DNL	DIFFERENCE
Single Family Units	14	41	+27
Multi-Family Units	0	20	+20
Total Housing Units	14	61	+47
Estimated Population	36	162	+126

	2023 65+ DNL	1,402.7 Acres
	2028 65+ DNL	1,990.5 Acres
Change in Acreage		+587.8 Acres

	Single-Family Residential		Water		Arterial Roads
	Multi-Family Residential		Agricultural / Open Space / Vacant		Interstate/Major Roads
	Manufactured Housing		Commercial		Airport Property Boundary
	Park / Recreation		Industrial		County Boundaries
	Institutional		ROW/Utility		Municipal Boundaries



Elements of a Noise Compatibility Program



Types of NCP Measures:

▪ Noise Abatement

Purpose: To abate noise levels in surrounding communities

- Flight Track Location
- Runway Use
- Flight Management
- Ground Activity Restrictions
- Facility Modification

▪ Land Use Mitigation

Purpose: To mitigate noise levels in surrounding communities

- Preventive
- Remedial / Corrective

▪ Program Management

Purpose: To provide administrative and management actions to allow the airport to maintain land use compatibility in surrounding communities

- Noise Complaint Protocols
- Management of Noise Program
- Updates to NEM/NCP

Previously Approved Noise Abatement Measures

Measure	Description	Responsible Party	2003 Status	Current Status	2023 NCP Recommendation
Approved Noise Abatement Measures					
NA-1	Maintain existing noise abatement procedures per Tower Order of June 15, 1984.	Air Traffic Control Tower (ATCT), Airlines, GRAA	Approved as Voluntary	Implemented as Conditions Allow	Recommended to be withdrawn
NA-3	All aircraft departing on Runway 7 should be fanned along three departure tracks: Left, Right, and Center.	ATCT, Airlines, GRAA	Approved as Voluntary	Implemented as Conditions Allow	Recommended to be continued
NA-4	Direct pilots of C-130s to turn as tightly as practicable when training on Runway 19.	ATCT, Airlines, GRAA	Approved as Voluntary	Not Applicable	Recommended to be withdrawn
NA-7 / NA-12	During daytime and nighttime hours all aircraft over 12,500 lbs. departing Rwy 25 having departure courses of 250 degrees clockwise through 069 degrees inclusive turn right on course to the Dubuque (DBQ) or the Nodine (ODI) navigational fix as soon as practicable.	ATCT, Airlines, GRAA	Approved as Voluntary	Implemented as Conditions Allow	Recommended to be continued with modifications
NA-8 / NA-13	During daytime and nighttime hours all aircraft over 12,500 lbs. departing Rwy 25 having departure courses 070 degrees clockwise through 249 degrees inclusive retain 20-degree left turn and maintain heading until reaching 3,000 feet mean sea level (MSL).	ATCT, Airlines, GRAA	Approved as Voluntary	Implemented as Conditions Allow	Recommended to be continued with modifications
NA-9	During nighttime hours all aircraft over 12,500 lbs. departing Runway 19 having departure courses of 0 degrees clockwise through 190 degrees maintain runway heading until reaching 3,000 feet MSL before turning on course.	ATCT, Airlines, GRAA	Approved as Voluntary	Implemented as Conditions Allow	Recommended to be continued with modifications

Previously Approved Noise Abatement Measures

Five (5) measures recommended to continue

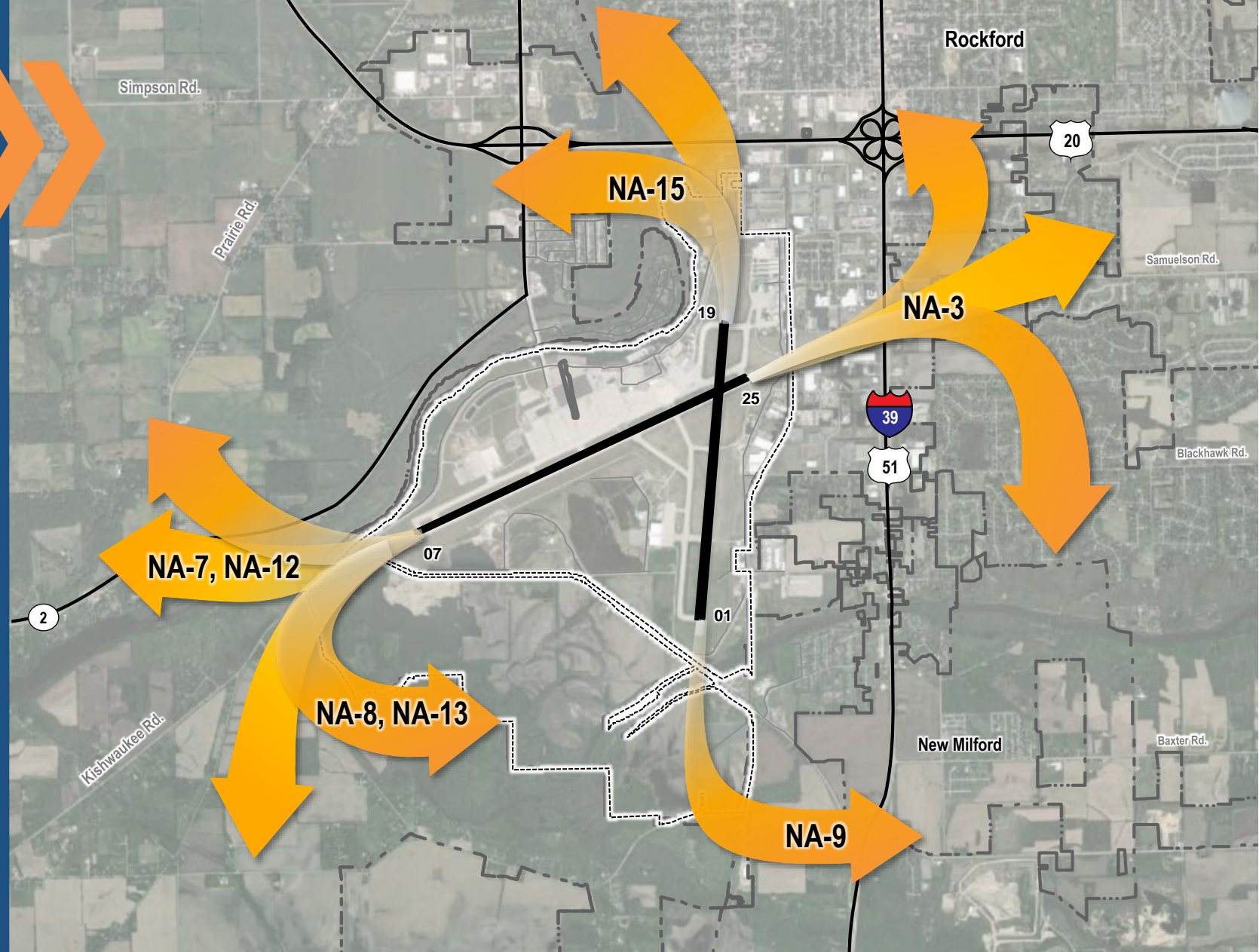
Six (6) measures recommended to continue with modifications

Two (2) measures recommended to be withdrawn

Measure	Description	Responsible Party	2003 Status	Current Status	2023 NCP Recommendation
Approved Noise Abatement Measures					
NA-10	Establish an informal preferential runway use plan for all daytime and nighttime operations after Rwy 7/25 is extended.	ATCT, Airlines, GRAA	Approved as Voluntary	Implemented as Conditions Allow	Recommended to be continued
NA-11	For all aircraft requiring more than 8,000 feet certified takeoff length, Rwy 25 preferred.	ATCT, Airlines, GRAA	Approved as Voluntary	Implemented as Conditions Allow	Recommended to be continued
NA-14	Aircraft weighing more than 12,500 lbs. conduct touch and go and low approach training activity on the south side of the airport when using Rwy 7 or 25.	ATCT, Airlines, GRAA	Approved as Voluntary	Implemented as Conditions Allow	Recommended to be continued with modifications
NA-15	During nighttime hours all aircraft over 12,500 lbs. departing Rwy 1, maintain runway heading until reaching 3,000 feet MSL before turning on course.	ATCT, Airlines, GRAA	Approved as Voluntary	Implemented as Conditions Allow	Recommended to be continued
NA-16	Encourage the use of noise attenuating construction standards for all new on-airport structures/facilities and use those structures as noise barriers/buffers to adjacent off-airport land uses.	ATCT, Airlines, GRAA	Approved as Voluntary	Implemented as Conditions Allow	Recommended to be continued

Current Noise Abatement Measures

The currently implemented noise abatement measures reduce noise impacts within the 65+ DNL noise contour to the fullest extent possible.



Questions & Answers



Please raise hand to ask question

Previously Approved Land Use Mitigation Measures

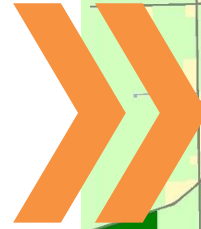
Measure	Description	Responsible Party	2003 Status	Current Status	2023 NCP Recommendation
Approved Land Use Measures					
LU-2	Adopt noise overlay zoning prohibiting development of selected noise-sensitive land uses within the 60-65 DNL noise contour of the 2008 Noise Exposure Map (NEM)/Noise Compatibility Program (NCP)	GRAA, City of Rockford, Winnebago County, Ogle County	Approved	To date only Ogle County zoning ordinances have incorporated the RFD NCP, these ordinances were updated in 2021 but continue to reference the 1994 NCP.	Recommended to be continued with modification to include the new 2023/2028 NEMs
LU-4	Amend local comprehensive plans by adopting the updated Part 150 NCP as their noise compatibility elements for the City of Rockford and Ogle and Winnebago Counties.	GRAA, City of Rockford, Winnebago County, Ogle County	Approved	Language related to continuing an active presence in RFD activities is included in the latest Ogle County Comprehensive Plan.	Recommended to be continued with modification to include the new 2023/2028 NEMs.
LU-5	Adopt guidelines for discretionary review of development projects for the City of Rockford, Winnebago County, Ogle County, and the GRAA	GRAA, City of Rockford, Winnebago County, Ogle County	Approved	Implemented as Needed	Recommended to be continued with modification to include the new 2023/2028 NEMs.
LU-8	Voluntary acquisition of single-family residences on Blackhawk Island	GRAA	Approved	Fully Implemented	N/A
LU-9	Redevelop airport-owned land parcels located along Kishwaukee Street south of Research Parkway	GRAA	Approved	The implementation of this measure is pending; dependent upon the interest of a potential developer and the availability of funding.	Recommended to be continued

Previously Approved Land Use Mitigation Measures

- *Five (5) Measures are recommended for continuation with modification*
- *One (1) Measure is recommended for continuation*
- *Three (3) Measures are fully implemented and require no action*

Measure	Description	Responsible Party	2003 Status	Current Status	2023 NCP Recommendation
Approved Land Use Measures					
LU-11	Acquire development and overflight rights via purchase of land use and aviation easement over undeveloped parcel in Runway 7 approach	GRAA	Approved	Fully Implemented	N/A
LU-12	Offer options of voluntary sale to GRAA or sound insulation to owner of one (1) single-family residence south of the airport in the 65 DNL contour of the 1993 NCP.	GRAA	Approved	This measure was fully implemented with the voluntary sale of one (1) single-family home.	N/A
LU-13	Encourage the City of Rockford and Winnebago County to require plat notes on new subdivision plats and to record the notes on deeds for new subdivisions within the Airport Noise Overlay Zones	GRAA, City of Rockford, Winnebago County	Approved	To date, the airport noise contours are not referenced in any local subdivision ordinance.	Recommended to be continued with modification to include the new 2023/2028 NEMs.
LU-14	Encourage Winnebago County, the City of Rockford, the Village of New Milford, and the Village of Davis Junction not to allow an increase in the residential density in the Agricultural Priority (AG) or Rural Residential (RR) zoning districts (Winnebago County) in the 2008 NEM/NCP 60+ DNL noise contour.	GRAA, City of Rockford, Winnebago County, Ogle County and Villages of New Milford and Davis Junction	Approved	To date based on zoning ordinances the allowable residential densities allowed in these zones has been increased	Recommended to be continued with modification to include the new 2023/2028 NEMs.

Land Use Mitigation Airport Noise Overlay



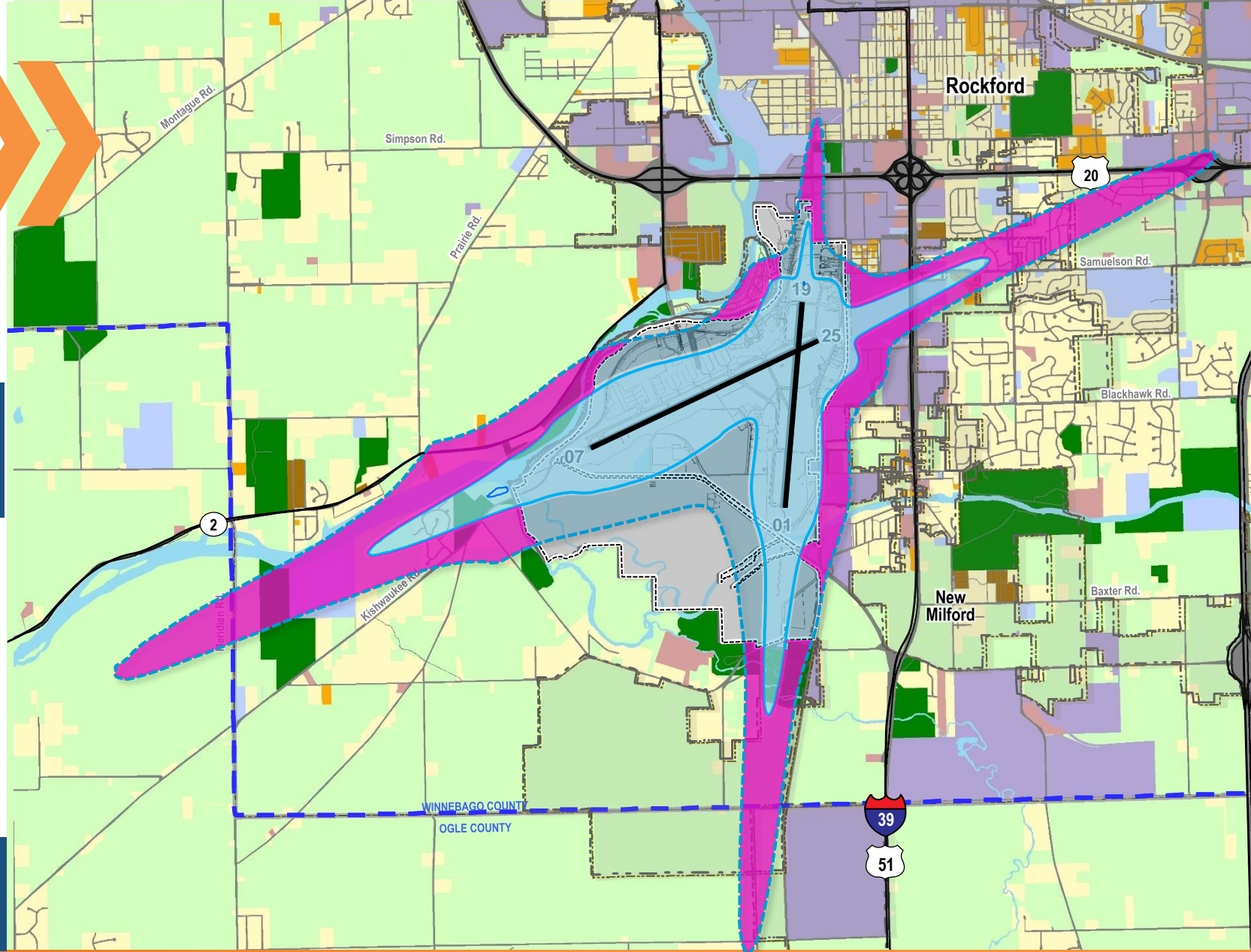
Zone AC-1 Prohibited Land Uses

Recommended Land Use Restrictions

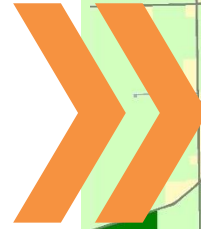
- Mobile Homes
- Hospitals and Nursing Homes
- Outdoor Music Shells and Amphitheaters
- Resorts and Group Camps

60 DNL 65 DNL Zone AC-1

Single-Family Residential	Water	Arterial Roads
Multi-Family Residential	Agricultural / Open Space / Vacant	Interstate/Major Roads
Manufactured Housing	Commercial	Airport Property Boundary
Park / Recreation	Industrial	County Boundaries
Institutional	ROW/Utility	Municipal Boundaries



Land Use Mitigation Airport Noise Overlay

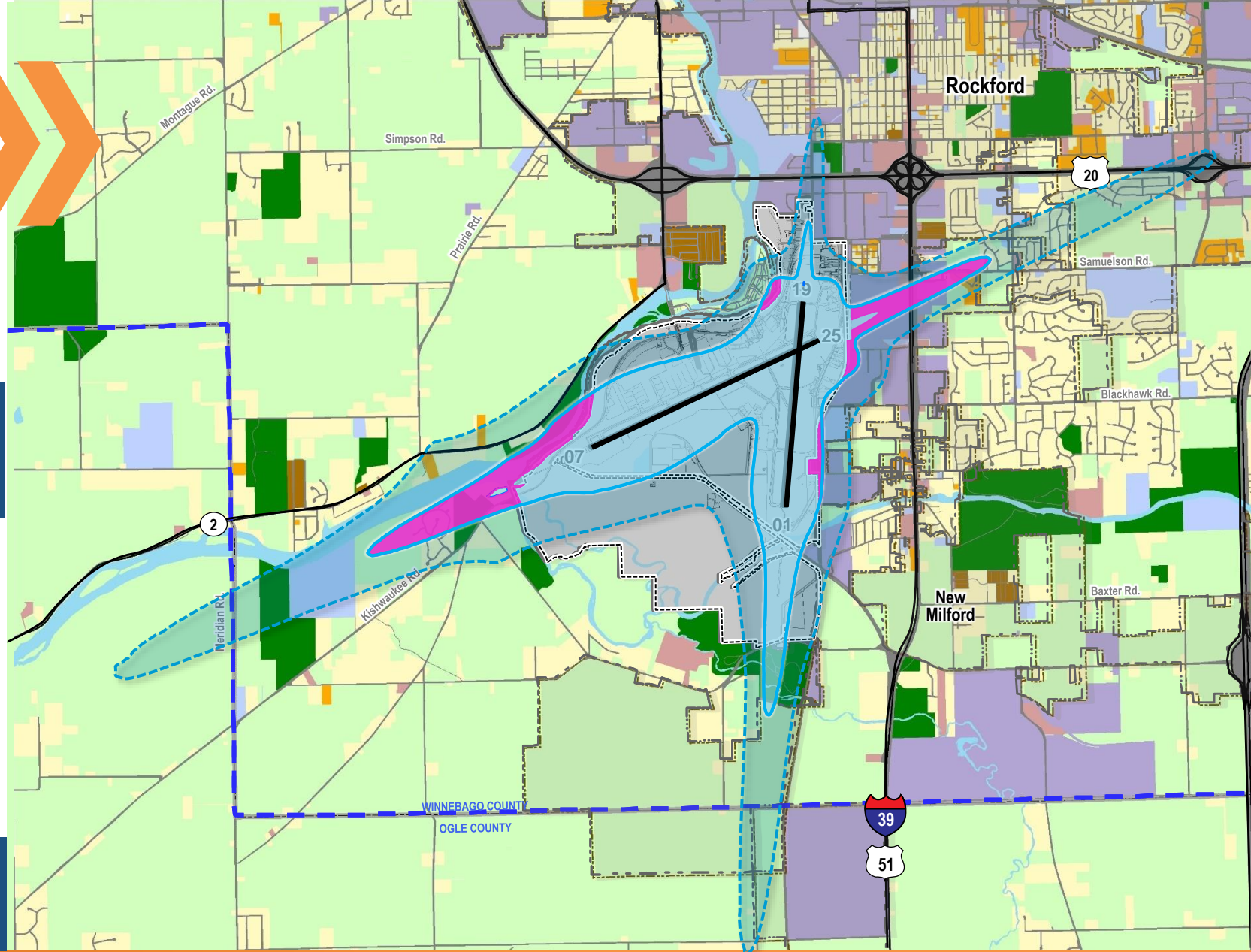


Zone AC-2 Prohibited Land Uses

- Recommended Land Use Restrictions
- Residential (SF & MF) units if also in Zone AC-3
 - Education Services
 - Medical Facilities
 - Cultural Activities including Places of Worship
 - Auditoriums, Concert Halls

60 DNL 65 DNL Zone AC-2

Single-Family Residential	Water	Arterial Roads
Multi-Family Residential	Agricultural / Open Space / Vacant	Interstate/Major Roads
Manufactured Housing	Commercial	Airport Property Boundary
Park / Recreation	Industrial	County Boundaries
Institutional	ROW/Utility	Municipal Boundaries



Land Use Mitigation Airport Noise Overlay



Zone AC-3 Prohibited Land Uses

Recommended Land Use Restrictions

Residential (SF & MF) Units

Education Institutions

Hotels & Motels

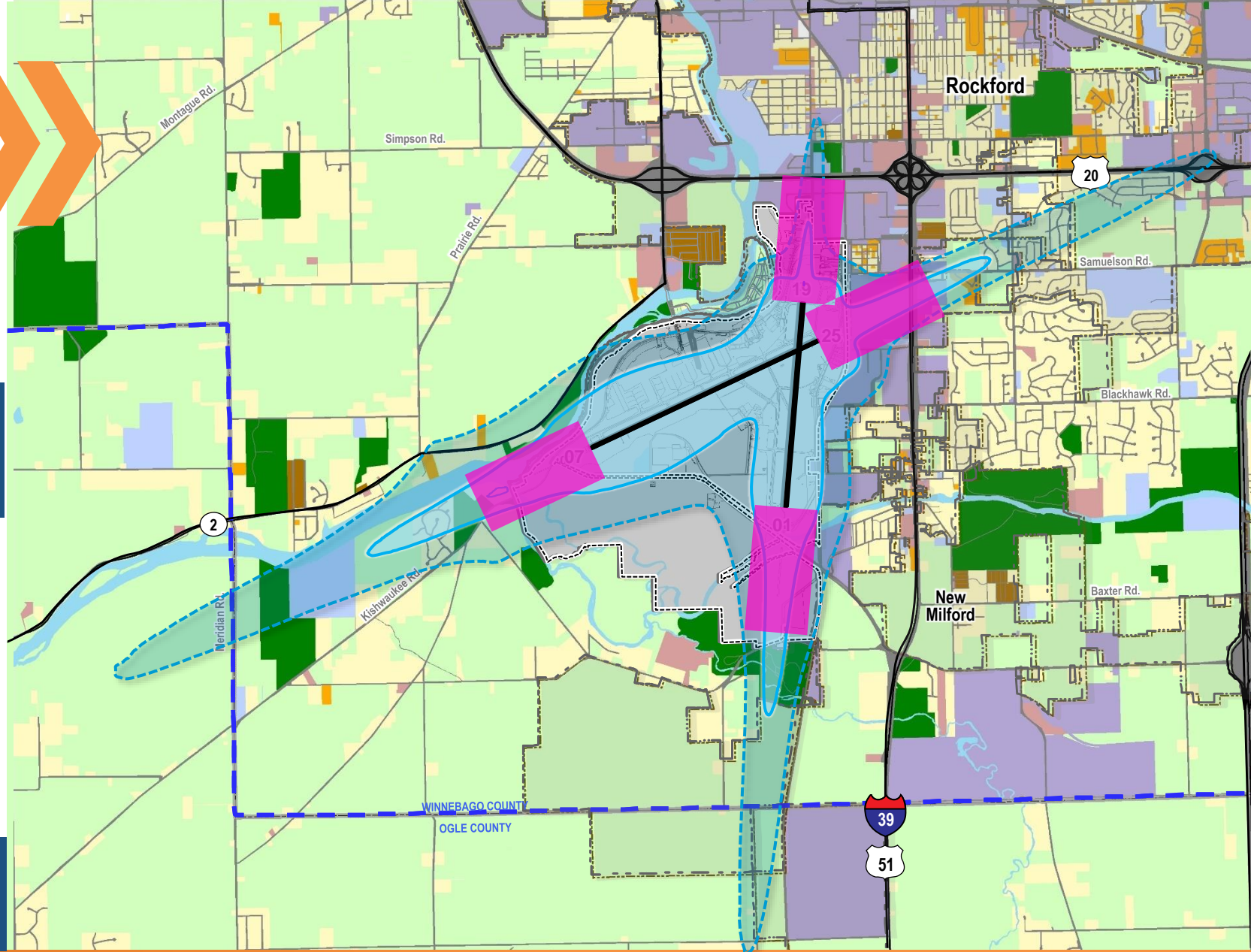
Libraries, Museums, Art Galleries or Similar Use

Sports & Amusement Arenas | Parks

Indoor And Outdoor

60 DNL 65 DNL Zone AC-3

Single-Family Residential	Water	Arterial Roads
Multi-Family Residential	Agricultural / Open Space / Vacant	Interstate/Major Roads
Manufactured Housing	Commercial	Airport Property Boundary
Park / Recreation	Industrial	County Boundaries
Institutional	ROW/Utility	Municipal Boundaries



Questions & Answers



Please raise hand to ask question

Land Use Mitigation Proposed New Measures

Description	Benefits	Drawbacks	Evaluation & Recommendation
Corrective / Remedial			
Offer Residential Sound Insulation Program for Single- and Multi-Family Homes within the 65+ DNL Noise Contour and in the defined Block Rounding Areas Outside of the 65+ DNL Noise Contour.	Would reduce interior noise levels for the homes impacted within the 65+ DNL contour and in the block rounding area outside of the 65+ DNL noise contour.	Final eligibility for each property would have to be determined. Final cost would still have to be determined based on participation rates and local costs to implement.	This measure has the ability to provide benefits to the homes impacted by the 65+ DNL noise contour and in the block rounding area outside the 65+ DNL noise contour. Therefore, this alternative is RECOMMENDED for inclusion in the NCP.
Offer Avigation Easements to Owner-Occupied Single- and Multi-Family Homes if Sound Insulation is declined.	Has the potential to convert owner-occupied residential housing units into compatible uses. Properties would remain as taxable land.	Final eligibility for each property would have to be determined. Final cost dependent on participants that decline sound insulation.	This measure has the ability to convert impacted properties to compatible uses. Therefore, this alternative is RECOMMENDED for inclusion in the NCP.
Preventative			
Adopt Improved Building Codes	This alternative would recommend updating existing building codes to ensure that new residential construction meets current FAA criteria for sound insulation within AC-1 and AC-2 zones.	This alternative may increase the overall cost of residential construction	This measure will require potential builders to use higher quality materials during construction to reduce noise within residential structures within zones AC-1 and AC-2. Therefore, this alternative is RECOMMENDED for inclusion in the NCP.
Develop a Voluntary Fair Disclosure Program for Resale Properties	Will disclose through regulations on the seller or their representatives at the time of sale that an existing property could be subjected to aircraft noise.	Will need to seek cooperation from the City of Rockford and Winnebago County along with the local Rockford realtors to participate.	This measure will notify potential buyers that they may be subjected to aircraft noise within the zones AC-1 and AC-2. This alternative is RECOMMENDED for inclusion in the NCP.

New Remedial Land Use Mitigation Recommendations



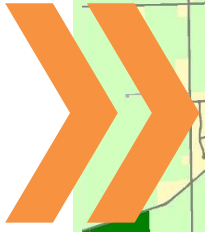
- Two (2) new corrective / remedial land use mitigation measures are recommended

LU-15: Sound Insulation of residential properties is recommended within defined boundaries known as Noise Mitigation Program Area's (NMPA)

- Not all properties will meet eligibility requirements for sound insulation, based on interior sound level reduction tests performed during the program.

LU-16: Offer Avigation Easements to owner-occupied single- and multi-family homes within NMPA #1 if sound insulation is declined and or eligibility requirements are not met.

Remedial Land Use Mitigation Recommendations

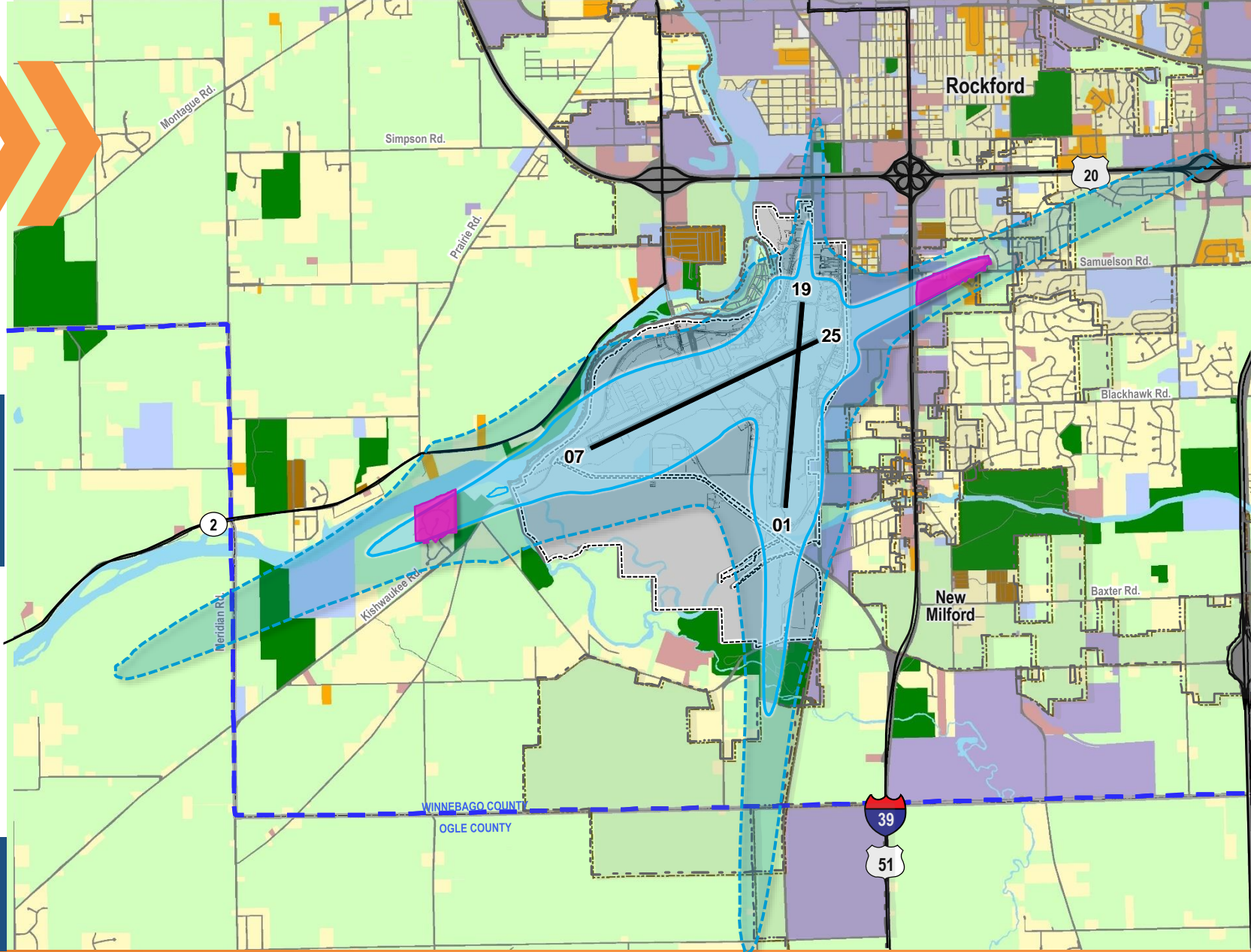


NMPA #1 Residential Sound Insulation Program

41 Single-Family Units
20 Multi-Family Units

60 DNL 65 DNL NMPA #1

- | | | |
|---------------------------|------------------------------------|---------------------------|
| Single-Family Residential | Water | Arterial Roads |
| Multi-Family Residential | Agricultural / Open Space / Vacant | Interstate/Major Roads |
| Manufactured Housing | Commercial | Airport Property Boundary |
| Park / Recreation | Industrial | County Boundaries |
| Institutional | ROW/Utility | Municipal Boundaries |



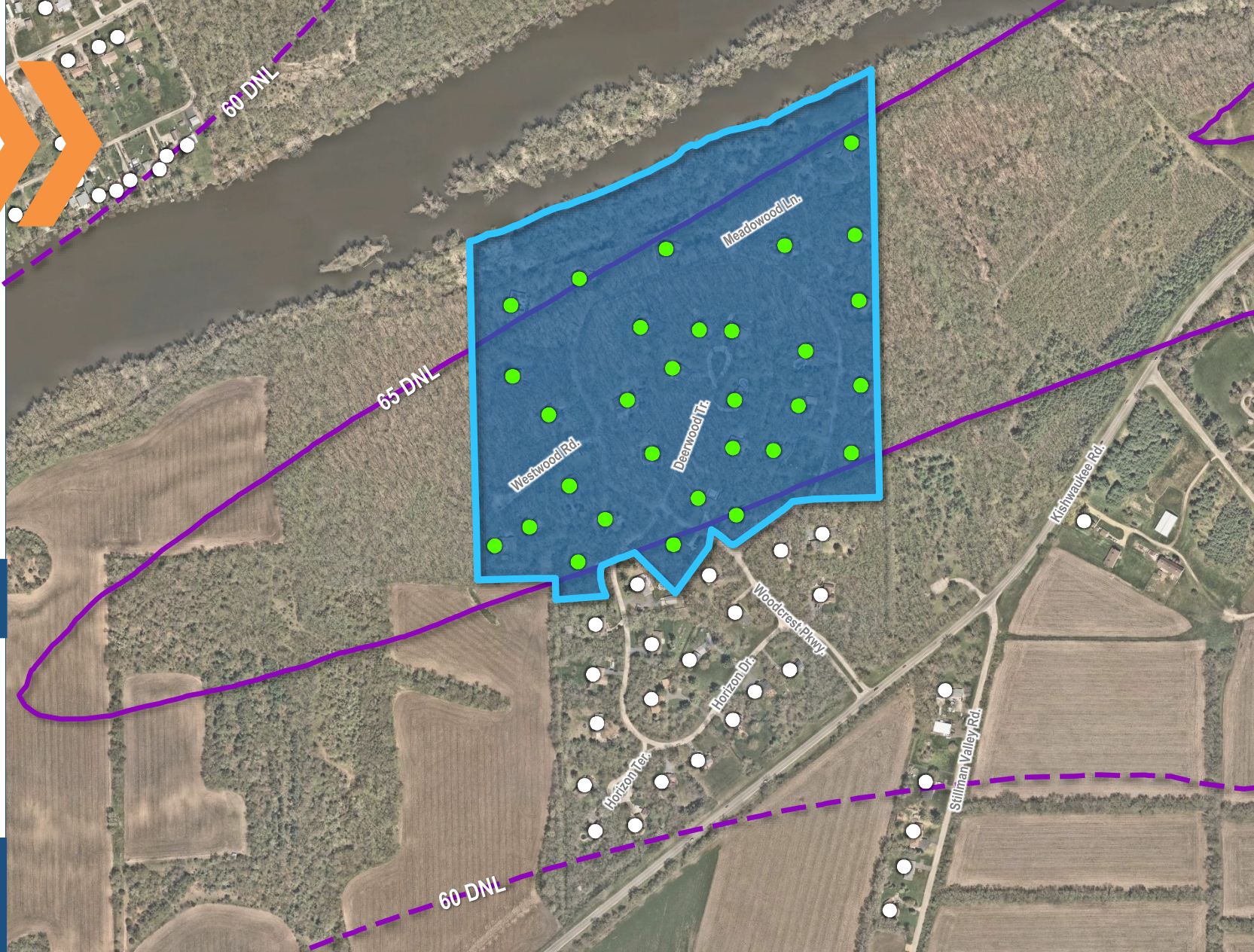
Proposed Primary NMPA #1a

NMPA Subject to FAA Review
& Approval

NMPA #1a | 30 SF Units

Based on AIP Handbook
Section R-6, Eligible Noise Contour Threshold
(a) DNL 65 dB Noise Contour

-  NMPA 1a
-  Residential Units in NMPA 1a
-  Residential Units outside NMPA 1a
-  Future (2028) 60 DNL Noise Exposure Contour
-  Future (2028) 65 DNL Noise Exposure Contour
-  Airport Property Boundary



Proposed Primary NMPA #1b

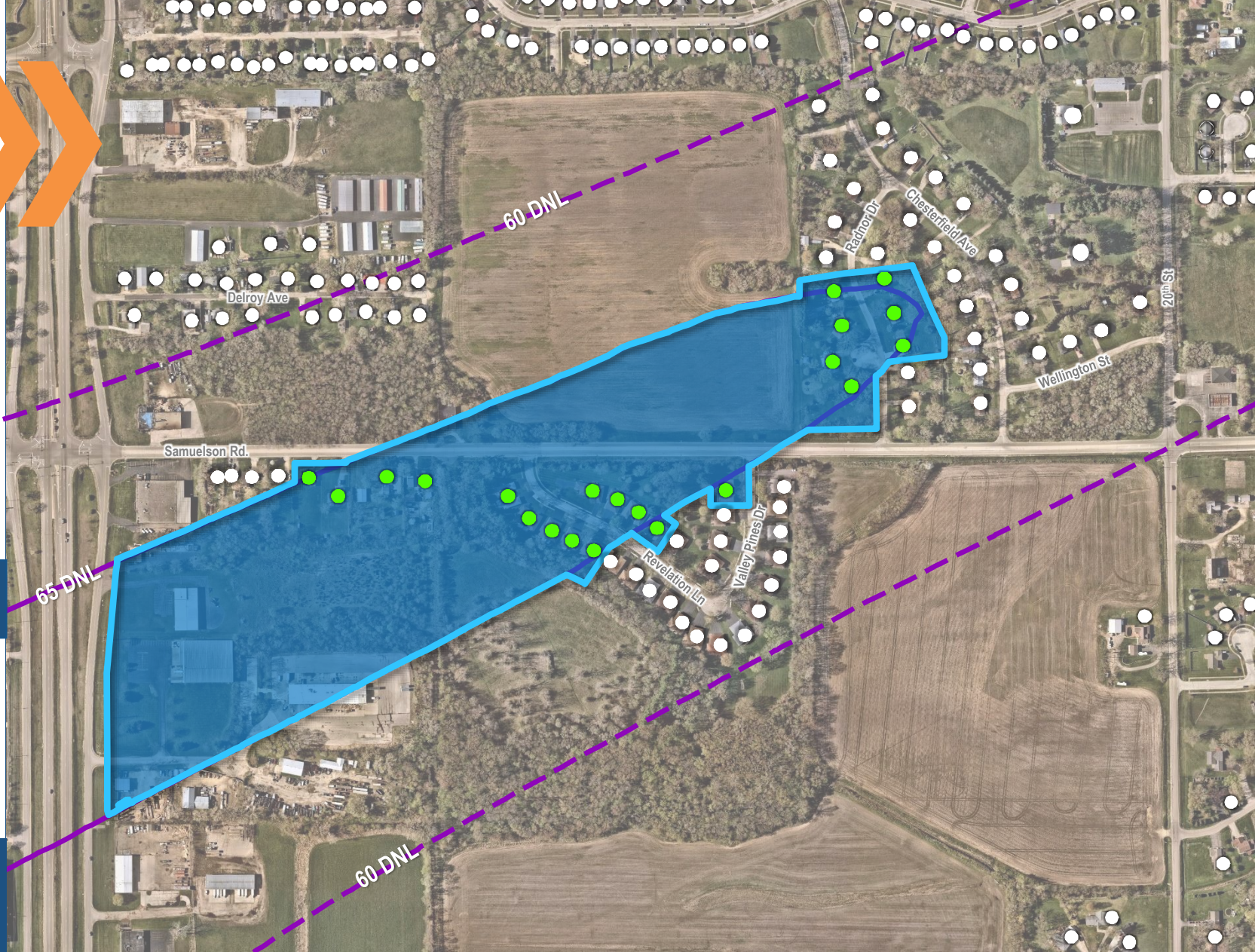





NMPA Subject to FAA Review & Approval




NMPA #1b | 11 SF Unit | 20 MF Units

Based on AIP Handbook

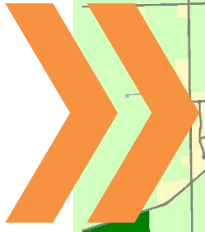
Section R-6, Eligible Noise Contour Threshold
(a) DNL 65 dB Noise Contour



-  NMPA 1b
-  Residential Units in NMPA 1a
-  Residential Units outside NMPA 1a

-  Future (2028) 60+ DNL Noise Exposure Contour
-  Future (2028) 65+ DNL Noise Exposure Contour
-  Airport Property Boundary

Remedial Land Use Mitigation Recommendations

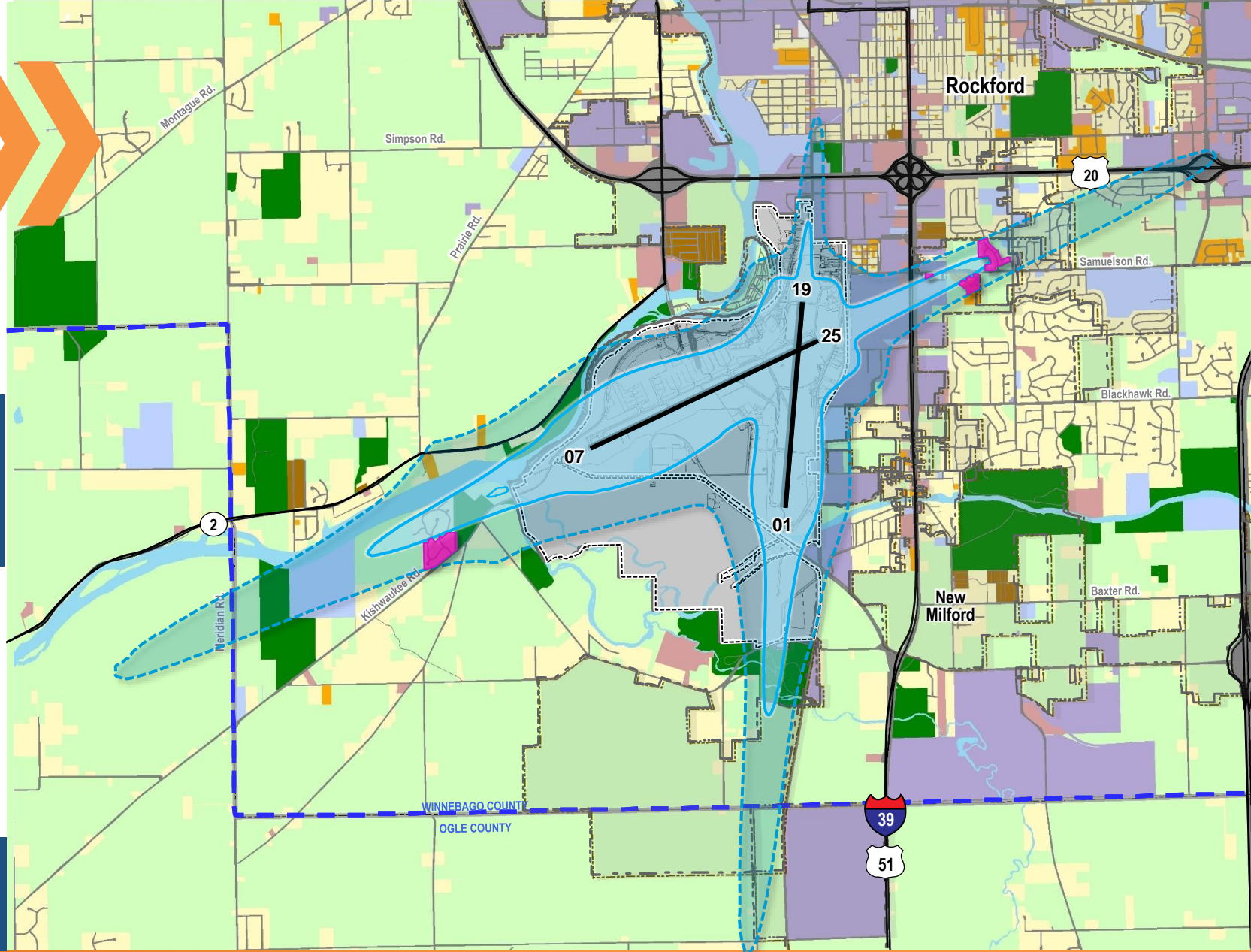


NMPA #2 Residential Sound Insulation Program

Block Rounding Area Subject to FAA Review & Approval
 51 Single-Family Units
 36 Multi-Family Units

60 DNL 65 DNL NMPA #2

- | | | |
|---------------------------|------------------------------------|---------------------------|
| Single-Family Residential | Water | Arterial Roads |
| Multi-Family Residential | Agricultural / Open Space / Vacant | Interstate/Major Roads |
| Manufactured Housing | Commercial | Airport Property Boundary |
| Park / Recreation | Industrial | County Boundaries |
| Institutional | ROW/Utility | Municipal Boundaries |



Proposed Block Rounding NMPA #2a



NMPA Subject to FAA Review & Approval

NMPA #2a | 20 SF Units

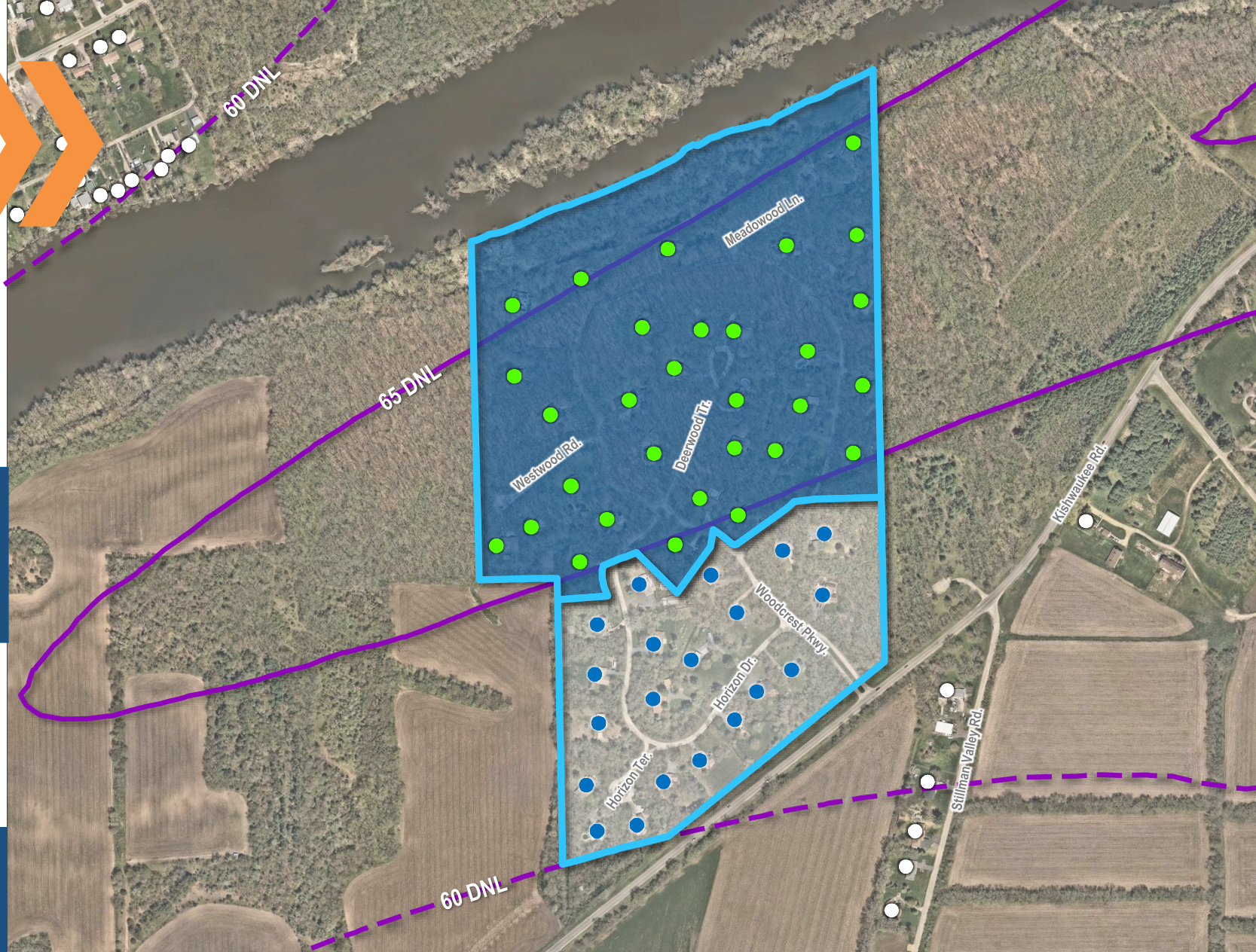
Block rounding area #2a includes SF Units outside the 65+ DNL noise contour in Woodcrest Estates subdivision south to Kishwaukee Road

Based on AIP Handbook

Table R-2, Block Rounding Requirements | (e) Logical Breakpoint

Neighborhood Boundary | Significant Arterial Surface Street

-  NMPA 1a
-  NMPA 2a
-  Residential Units in NMPA 1a
-  Residential Units in NMPA 2a
-  Residential Units outside NMPA 1a
-  Future (2028) 60 DNL Noise Exposure Contour
-  Future (2028) 65 DNL Noise Exposure Contour
-  Airport Property Boundary



Proposed Block Rounding NMPA #2b, 2c, 2d



NMPA Subject to FAA Review & Approval

NMPA #2b | 4 SF Units

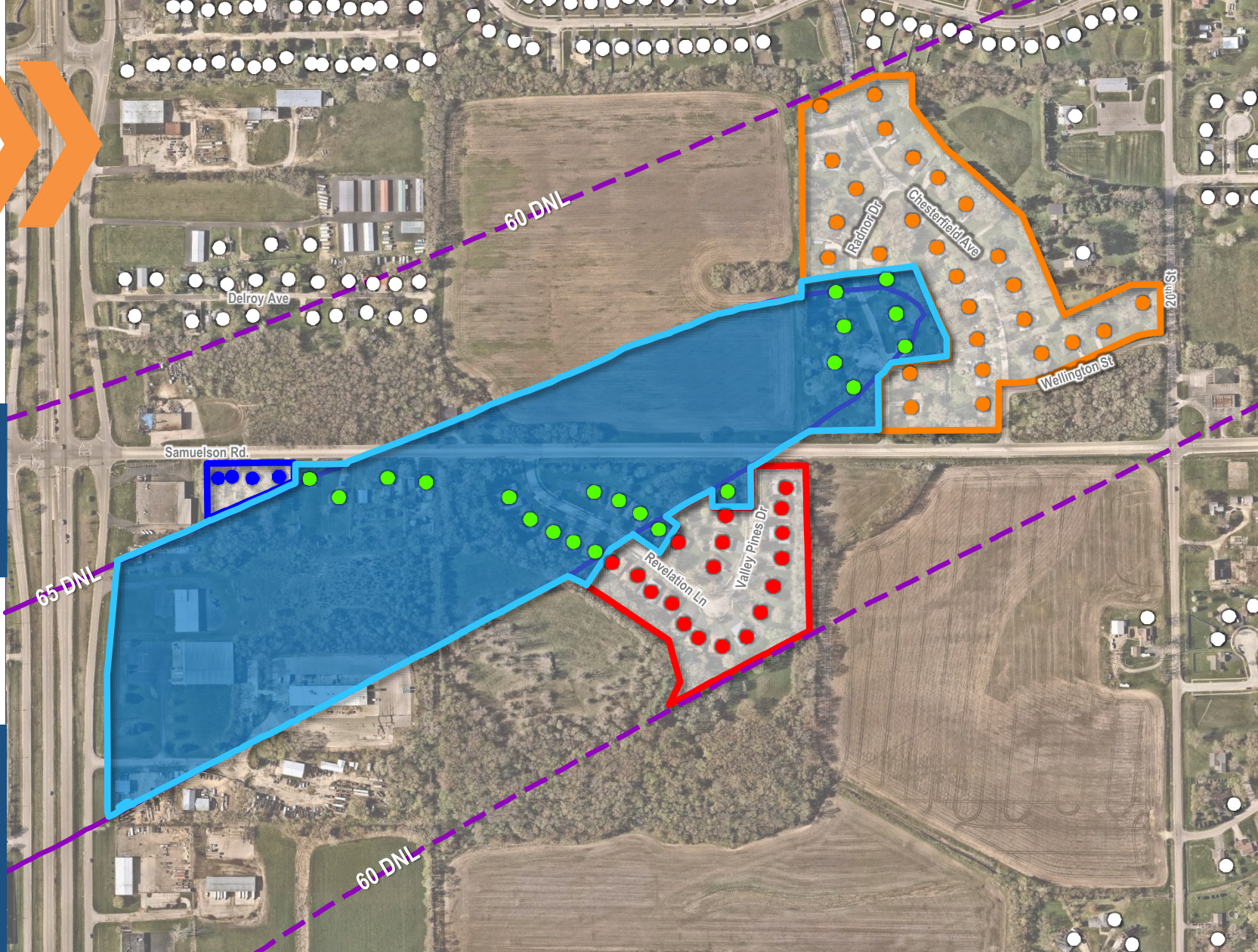
NMPA #2c | 36 MF Units

NMPA #2d | 27 SF Units

Based on AIP Handbook
Table R-2, Block Rounding Requirements
(e) Logical Breakpoint

Neighborhood Boundary | Significant Arterial Surface Street

- NMPA 1b
- NMPA 2b
- NMPA 2c
- NMPA 2d
- Residential Units in NMPA 1a
- Residential Units in NMPA 2b
- Residential Units in NMPA 2c
- Residential Units in NMPA 2d
- Residential Units outside NMPA 2d
- Future (2028) 60+ DNL Noise Exposure Contour
- Future (2028) 65+ DNL Noise Exposure Contour
- Airport Property Boundary



Corrective Land Use Mitigation Estimated Cost

Measure Id	Type Of Measure	Direct Cost (Total)	Direct Cost To FAA (80% Share)	Direct Cost To Airport (20% Share)
Residential Sound Insulation Program				
LU-15 ⁽¹⁾	Offer Residential Sound Insulation to 61 Residential Units within the 65 DNL Noise Contour (NMPA 1a & 1b) and 87 Residential Units outside the 65 DNL Noise Contour (NMPA 2a, 2b, 2c, & 2d)	\$9,250,000 ⁽²⁾ (\$62,500 per home)	\$7,400,000	\$1,850,000

Notes:

(1) Property owners who decline sound insulation would be offered avigation easements as part of measure LU-16. Estimated costs of avigation easements \$3,000 per home.

(2) Total cost for LU-15 mitigation measure is the maximum possible mitigation cost and assumes 100 percent participation in program by eligible property owners. Property owners participating would also have to ensure they meet both the eligibility requirements for interior noise levels and the year the property was built. In addition, some property owners may choose one measure over another which would reduce overall costs. All costs are based on 2020 cost projections.

NMPA	Housing Counts	Direct Cost (Total)	Direct Cost To FAA (80% Share)	Direct Cost To Airport (20% Share)
1a/1b	Residential Units inside 65 DNL– 61 SF & MF units	\$3,812,500	\$3,050,000	\$762,500
2a	Residential Units outside 65 DNL – 20 SF units	\$1,250,000	\$1,000,000	\$250,000
2b	Residential Units outside 65 DNL – 4 SF units	\$250,000	\$200,000	\$50,000
2c	Residential Units outside 65 DNL – 36 MF units	\$2,250,000	\$1,800,000	\$450,000
2d	Residential Units outside 65 DNL – 27 SF units	\$1,687,500	\$1,350,000	\$337,500

New Preventative Land Use Mitigation Recommendations & Cost



- Two (2) new preventative land use mitigation measures are recommended

LU17: Improved Building Codes

- Update existing building codes to meet current sound insulation guidelines
- Reduces interior noise levels
- For new development or major remodeling

LU-18: Voluntary Fair Disclosure Program

- Property sales subjected to notification
- Probability of safety or aircraft noise impacts
- Formal measure would require recording of a notice at time of sale
- Informal measure could be mailings of disclosure notices within community

Type Of Measure	Direct Cost (Total)	Direct Cost To FAA (80% Share)	Direct Cost To Airport (20% Share)	Direct Cost To Local Government	Direct Cost To Users
Mitigation Measures (Preventative)					
Adopt Improved Building Codes	\$25,000	\$20,000	\$5,000	Minimal	None
Develop A Voluntary Fair Disclosure Program	\$25,000	--	\$25,000	Minimal	None
Subtotal	\$50,000 Plus Administrative Costs	\$20,000 Plus Administrative Costs	\$30,000 Plus Administrative Costs	Minimal Administrative Costs; Plus Potential Loss Of Tax Base	None

Questions & Answers



Please raise hand to ask question

Previously Approved Program Management Measures & Cost

- *Five (5) Measures are recommended for continuation*
- *One (1) Measure is recommended for continuation with modification*
- *Measure OM-2 is recommended to be modified to develop a more formal noise complaint and response process.*

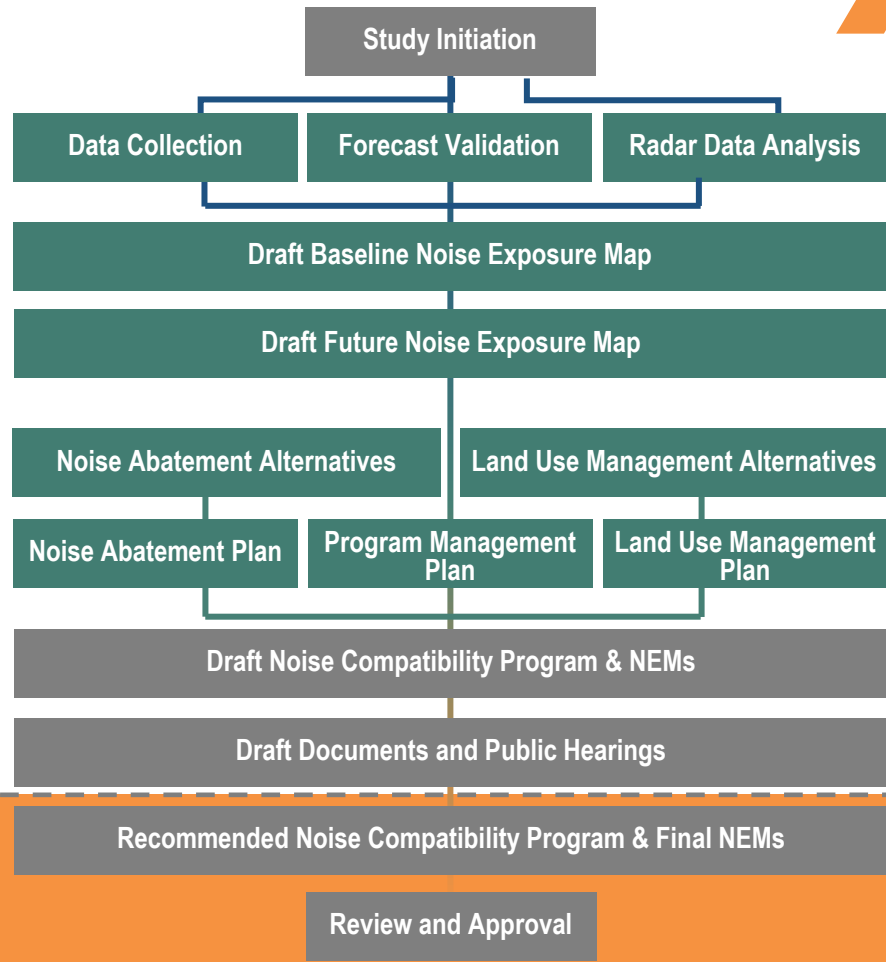
Measure	Description	Responsible Party	2003 Status	Current Status	2023 NCP Recommendation
Approved Program Management Measures					
OM-1	Monitoring compliance with recommended Noise Abatement Measures, contour updating (five-year cycle), and land use implementation assistance.	Greater Rockford Airport Authority (GRAA)	Approved	Implemented	Recommended to be continued
OM-2	Noise complaint response system and computer database.	GRAA	Approved	Partially Implemented	Recommended to be continued with modifications
OM-3	Plan review and evaluation. GRAA staff periodically review the NCP and consider revisions and refinements, as necessary.	GRAA	Approved	Implemented	Recommended to be continued
OM-4	Establish a Pilot/Community Awareness Program.	GRAA	Approved	Not Implemented	Recommended to be continued
OM-5	Publication of Instrument Departure Procedures for Runways 1, 19, and 25.	GRAA	Approved	Not Implemented	Recommended to be continued
OM-6	Update airport information in the Airport Facilities Directory.	GRAA	Approved	Implemented	Recommended to be continued
Type Of Measure	Direct Cost (Total)	Direct Cost To FAA (80% Share)	Direct Cost To Airport (20% Share)	Direct Cost To Local Government	Direct Cost To Users
Program Management Measures					
Continue Logging of Noise Complaints	Minimal Administrative Costs	None	Minimal Administrative Costs	None	None
Initiate Community Roundtable or Noise Abatement Committee	Minimal Administrative Costs	None	Minimal Administrative Costs	None	None
Perform Regular Updates to the NEMs and Review of NCP					
Update NEM ONLY Or Update NEM & NCP	\$350,000 to \$400,000	\$280,000 to \$320,000	\$70,000 to \$80,000	None	None
	\$650,000 to \$750,000	\$520,000 to \$600,000	\$130,000 to \$150,000		
Subtotal	\$350,000 to \$750,000 plus administrative costs	\$280,000 to \$600,000 plus administrative costs	\$70,000 to \$150,000 plus administrative costs	None	None

Questions & Answers



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Next Steps



- **Gather Community Input on the Noise Abatement, Land Use Mitigation, Program Management Measures**
 - Gather input from advisory committee
 - **Gather input from public**
 - Gather input from GRAA
 - Gather input from ATC / FAA
 - GRAA acceptance of NCP recommendations
- **After comment period submit the official NEM's and NCP for review and approval by the FAA**
- **Coordination with FAA through review and approval process**

Public Hearing Comments



Written and oral public comments will be accepted during the public hearing immediately following this workshop.

Public comments on the Noise Compatibility Study Update and draft documentation will also be accepted until November 30th, 2023, at 6:00 p.m.

Comments can be submitted after the public hearing via the following methods:

- **STUDY WEBSITE:** <https://www.airportprojects.net/rfd-part150/home/contact/>
- **EMAIL:** jesse.baker@landrumbrown.com
- **MAIL:** Jesse Baker, Landrum & Brown, 4445 Lake Forest Drive, Suite 700, Cincinnati, OH 45242