NASAO/FAA
MEMORANDUM OF UNDERSTANDING

"COOPERATIVE PARTNERSHIP BETWEEN THE FAA AND THE STATE AGENCIES FOR REDUCING COMMUNITY CONCERNS RELATED TO AIRCRAFT NOISE"

FEBRUARY 2000

NASAO

National Association of State Aviation Officials

Federal Aviation Administration

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✻ ACKNOWLEDGEMENTS ✻

This document has been prepared and produced in satisfaction of one of the selected subject matter areas in the 1998 Memorandum of Understanding between the National Association of State Aviation Officials (NASAO) and the Federal Aviation Administration (FAA). The effort has been under the general guidance of Bob Kunkel, Wisconsin, representing NASAO, and Cecelia Hunziker, Regional Administrator, Great Lakes Region, representing the FAA.

The primary focal points for the undertaking were provided by Ted Mathison, Maryland (now retired) and Marlin Beckwith, California, for NASAO, and Tom Bennett and Alan Trickey (also retired) for the FAA.

Special thanks go to Bob Moore, Dick Dyer, and Frank Ramirez from the California Aeronautics Program staff for their efforts in collecting and compiling much of the data shown in the following pages.

Finally, those of us involved in this project would like to express our appreciation to the states and the FAA regions who filled out the questionnaire and provided other information regarding aircraft noise issues and solutions.

INTRODUCTION

MOU History

Beginning in 1996, Memoranda of Understandings (MOU's) have been developed between the National Association of State Aviation Officials (NASAO) and the Federal Aviation Administration (FAA). NASAO is the only organization having such an arrangement with the FAA. Since their inception, these MOU's have covered a wide range of selective subject matter involving such topics as aviation education, GPS implementation, shared transportation agreement, and a number of other important topics.

Task Statement

The subject assigned to this particular MOU item is the "Cooperative Partnership to Help Resolve Aircraft Noise Problems." The task statement provided to the working group was "to explore ways in which the FAA and the state aviation agencies can work together to help reduce community consensus over aircraft noise, concentrating on improving community communications and understanding, along with the involvement of state and local officials in such issues."

Survey Approach

The working group, consisting primarily of Ted Mathison (Maryland) and Marlin Beckwith (California) representing NASAO; and Alan Trickey and Tom Bennett representing FAA, given the subject matter and the task statement, began a series of teleconferences to define the scope and direction of this endeavor. It was agreed that a survey of the member states and the eight FAA regions would be conducted to, at a minimum, (1) define the roles and responsibilities, if any, of each state; (2) identify some "best practices" or recommended ways for informing or educating the public; and (3) develop a list of contacts for those who might wish to obtain more detailed information on specific items. A questionnaire was developed by the working group and sent to all states and the FAA Regional Administrators in November 1998.

Objectives

The working group determined early on that, while identifying specific noise abatement or reduction activities is a worthy goal and that would be done to the extent practicable, the primary focus of this effort would be on identifying and sharing information on awareness and education programs and activities, including any pertinent laws and regulations that are in effect.

Thus, the specific objectives that the group established were the following:

- To create a more informed public.
- To the extent possible, identify the roles and responsibilities of various levels of government in order to reduce some of the confusion that currently exists.
- To facilitate the reduction of aircraft noise exposure where appropriate.
- To share best practices among government agencies and airports throughout the country.

Responses to Questionnaire

Eventually, forty-two (42) states and eight (8) FAA regions responded in one way or another to the survey. As might be expected, some responses were considerably more detailed than others. The more urbanized states usually had the most problems and thus had more programs, laws, regulations, and other significant activities to cope with the aircraft-related noise problems. On the other extreme, one state responded that aircraft noise was a welcome sound since it indicated that a food supply and the mail was arriving!

EXECUTIVE SUMMARY

Forty-two states and 8 FAA regions responded to the survey. Of the 42 states, 33 (79 percent) had some kind of noise program, either run by the state agency or by local agencies. All of the FAA regions that responded to the survey had some kind of noise program. The states of Connecticut, Hawaii, New Jersey, and Washington had the most state-run programs; California, Ohio, Maryland, Oklahoma, and Washington had the most locally run programs.

More specifically, for Question 1 (see questionnaire, Attachment A), the greatest amount of positive responses (18 states) was for the statement "as best examples, my state agency has helped establish laws that provide compatible land uses near airports." The least amount of positive responses (3 states) was for the statement "has reviewed effective public education programs."

In response to Question 2, the greatest amount of positive responses (25 states) was for the statement "as best examples, individual airport proprietors, city governments, or county governments in my state have requested or established controls providing compatible land use near airports." Again, the least amount of positive responses (7 states) was for the statement "has established effective public education programs."

The response to Question 3 dealt with FAA regional activities. In this case, all 8 regions indicated that they had "implemented changes in flight paths to relocate aircraft noise." Only 3 regions stated that they had "established effective public education programs" and "recommended noise control programs that are effective."

In response to Question 4 regarding coordinated efforts among federal, state, local governments, and airports to reduce the number of people exposed to aircraft noise exceeding 65 decibels, positive responses were received from 17 states.

The response to the questionnaire did provide a sizeable list of key people to contact for additional or more detailed information. Refer to Attachment B for this listing. Attachment C lists the key statute, ordinance, guidelines, or any other administrative vehicle directed at aviation noise and land use compatibility.

It appears that if any conclusions can be reached from the data received from the states and FAA, they would be as follows:

1. A number of states and the FAA regions are putting forth significant effort in dealing with aircraft-related noise problems.

2. A large amount of the focus appears to be developing and implementing regulations, guidelines, and controls for reducing aircraft noise and providing compatible land uses near airports.

3. **What appears to be the weakest area of involvement nationwide is in the area of effective public education and awareness. This may well be the subject for some further coordinated effort among the states and the Federal Aviation Administration.**

BEST PRACTICES

The following are some of the more outstanding and unique examples to reduce community concerns over aircraft noise:

- As part of Wyoming DOT's Land Compatibility Guidelines, they provided each Community Planner and airport with a copy of the document for their area and also a pamphlet describing actions they could take to enhance compatibility.

- The California State Legislature enacted Public Utilities Code Section 21670 requiring the establishment of Airport Land Use Commissions within Local County Governments.

- In Washington, the state established modal ordinances that focused on preventing incompatible development from occurring. A matrix of recommended densities and uses was also developed.

- In Connecticut, the state established a web site where noise information is provided to the public.

- The Ohio Office of Aviation prepared a "Good Neighbors by Design" booklet on use of zoning to promote compatible land use around airports.

- New Mexico DOT invited concerned citizens to aviation meetings, such as Local Pilots Association, Aviation Commission, etc.

- The State of Arizona passed a statute that authorized airports to establish Airport Influence Areas (AIA) around their airports. The statute authorized County Recorders to annotate property owner's deeds within the AIA that the property was located in an area under the influence of aviation activity from an airport.

- Hawaii established a state law that mandates the seller of real estate to disclose any property that is within the 55 DNL noise level to the buyer.

- In California, an Airport/Community Roundtable was created to provide a forum for discussion and implementation of noise mitigation measures. This group meets monthly and consists of cities surrounding San Francisco International Airport. The Roundtable provides suggested concepts in developing the noise variance decision.

- Buffalo Niagara International Airport has instituted a program to receive and promptly respond to individual complaints/inquiries regarding aircraft noise around BNIA; the responses often involve an education process regarding aircraft noise.

- Personnel from the Airports and Air Traffic Divisions of the FAA Alaska Region have briefed community councils, airport commissions, local planning and zoning commissions, and the Anchorage Assembly on the FAR Part 150 process; the FAA and Airports role in reducing aircraft noise; and the local communities' need to participate in the studies. They have also briefed the communities on the role local governments can play in adopting compatible land use zoning and ordinances and real estate disclosure laws.

- In December 1997, FAA Administrator Jane Garvey announced the formation of the Southern California Task Force to address community concerns regarding quality of life issues for Southern California communities affected by airport and aircraft noise. FAA Western-Pacific Regional Administrator William C. Withycombe was given oversight responsibility for the Task Force and convened numerous meetings throughout the year to address this topic. The goal of the Task Force is to balance the needs of Southern California communities affected by aircraft noise with those of airspace users and the FAA while ensuring the integrity of the National Airspace System.

  During the last year, the Task Force identified eleven areas/communities affected by aircraft noise and, through a series of public meetings, further defined the specific problems affecting those areas/communities.

  The Task Force, comprised of high level representatives from local government, industry and the FAA, formulated action plans designed to mitigate the noise impact to the affected areas/communities. Many of the action plans included air traffic route structure modifications and the design of new departure procedures. Work will continue on the Task Force initiatives until resolutions to the problems affecting the eleven areas/communities have been identified and implemented.

OVERALL CONCLUSIONS

Results of Questionnaire

A copy of the questionnaire and spreadsheets showing the responses from the states and the FAA are shown in the appendix. A summary of the results from the questionnaire is as follows:

- Forty-two states (42) and eight (8) FAA regions responded to the survey.
- Of the states that responded, 33 (79%) had some kind of noise program, either run by the state agency or by a local agency. All of the FAA regions that responded had some kind of noise program.
- Generally, there are more locally run programs than those run by the state.
- Connecticut, Hawaii, New Jersey and Washington had the most state-run programs.
- Washington, California, Ohio, Maryland and Oklahoma had the most locally run programs.
- The state program that had the most state participation was "establish laws that provide compatible land uses near airports" (18 states).
- The state program that had the least state participation was "reviewed effective public education programs" (3 states).
- The local program that had the most state participation was "requested or established controls providing compatible land use near airports" (25 states).
- The local program that had the least state participation was "established effective public education programs" (7 states).
- The program that had the most FAA participation was "implemented changes in flight paths to relocate aircraft noise" (8 Regions).
- The programs that had the least FAA participation was "established effective public education programs" (3 Regions) and "recommended noise control programs that are effective" (3 Regions).

Ranking of Programs

The ranking of programs dealing with *state* participation in noise programs is as follows:

Rank	Number of States
1. Establish laws that provide compatible land uses near airports	18
2. Taken other effective actions dealing with aircraft noise problems	9
3. Developed tools or materials for educating the public	9
4. Developed noise reduction guidelines for airport proprietors	8
5. Developed information for members of the public affected by noise	7
6. Reviewed effective noise control programs	7
7. Established a method for receiving and responding to comments from citizens	6
8. Developed noise control information for pilots and asked them to fly quietly	5
9. Established a community outreach program for interested citizens	4
10. Reviewed effective public education programs	3

The ranking of programs dealing with *local* participation in noise programs is as follows:

Rank	Number of States
1. Requested or established controls providing compatible land use near airports	25
2. Developed guidelines for reducing aircraft noise near airports	19
3. Developed noise control information for pilots and asked them to fly quietly	17
4. Established a method for receiving and responding to comments from citizens	16
5. Established noise control programs that are effective	14
6. Developed information for members of the public affected by noise	13
7. Established a community outreach program for interested citizens	12
8. Taken other effective actions dealing with aircraft noise problems	10
9. Developed tools or materials for educating the public	9
10. Established effective public education programs	7

The ranking of programs dealing with *FAA* participation in noise programs is as follows:

Rank		Number of Regions
1.	Implemented changes in flight paths to relocate aircraft noise	8
2.	Developed noise control information for pilots and asked them to fly quietly	7
3.	Developed information for members of the public affected by noise	7
4.	Taken other effective actions dealing with aircraft noise problems	7
5.	Developed tools or materials for educating the public	6
6.	Established a method for receiving and responding to comments from citizens	5
7.	Recommended guidelines for reducing aircraft noise near airports	4
8.	Established a community outreach program for interested citizens	4
9.	Recommended noise control programs that are effective	3
10.	Established effective public education programs	3

ATTACHMENT A

COPY OF QUESTIONNAIRE

NASAO QUESTIONNAIRE

Cooperative Partnership Between the FAA and the State Aviation Agencies For Reducing Community Concerns Related To Aircraft Noise

The NASAO and the FAA have agreed through a Memorandum of Understanding (MOU) to jointly develop a program in which states will assist airports with the aircraft noise problem. The Task Statement in the MOU for the project reads, "to explore ways in which the FAA and the state aviation agencies can work together to help reduce community concerns over aircraft noise, concentrating on improving community communications and understanding, along with the involvement of state and local officials in such issues."

The task requires the development of information identifying the procedures, or best practices, that are currently being used to abate aircraft noise. This questionnaire is the initial phase of the task. We will be looking for the best examples and studying them for their applicability. The material developed from the responses to the questionnaire will form the basis for development of an information packet.

Please complete the attached questionnaire and return it to:

Ms. Lori Lehnerd
National Association of State Aviation Officials
Metro Plaza One, Suite 505
8401 Colesville Road
Silver Spring, MD 20910-3349
or email: llehnerd@NASAO.ORG

BY NOVEMBER 30, 1998.

Please place a check mark (√) in the blank following the items appropriate to you and provide a short description of the actions taken for each checked item.

Members of the NASAO should complete Questions 1, 2, 4, 5, and 6.

Representatives of the FAA should complete Questions 3, 4, and 5, with Question 3 being intended solely for FAA.

Please attach brochures, fact sheets or other information provided to the public that you feel might be useful in completing this task.

Question 1. As best examples, my State Aviation Agency has:

a. developed noise reduction guidelines for airport proprietors _____

b. helped establish laws that provide compatible land uses near airports _____

c. developed noise control information for pilots and asked them to fly quietly _____

d. developed information for members of the public affected by noise _____

e. developed tools or materials for educating the public _____

f. established a community outreach program for interested citizens _____

g. established a method for receiving and responding to comments from citizens ____

h. reviewed effective noise control programs _____

i. reviewed effective public education programs _____

j. taken other effective actions dealing with aircraft noise problems _____.

Please briefly describe the actions for which any items above have been checked, and attach brochures, fact sheets or other information provided to the public that you feel might be useful in completing this task.

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Question 2. As best examples, individual Airport Proprietors, City Governments, or County Governments in my State have:

a. developed guidelines for reducing aircraft noise near airports _____

b. requested or established controls providing compatible land use near airports ____

c. developed noise control information for pilots and asked them to fly quietly _____

d. developed information for members of the public affected by noise _____

f. developed tools or materials for educating the public _____

g. established a community outreach program for interested citizens _____

h. established a method for receiving and responding to comments from citizens ____

i. established noise control programs that are effective _____

j. established effective public education programs _____

k. taken other effective actions dealing with aircraft noise problems _____.

Please briefly describe the actions for which any items above have been checked, and attach brochures, fact sheets or other information provided to the public that you feel might be useful in completing this task.

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NASAO Questionnaire (Page 4 of 6)

This Question intended to be filled out by FAA Representatives Only.

Question 3. As best examples, the FAA in my Region has:

a. recommended guidelines for reducing aircraft noise near airports _____

b. implemented changes in flight paths to relocate aircraft noise _____

c. developed noise control information for pilots and asked them to fly quietly _____

d. developed information for members of the public affected by noise _____

e. developed tools or materials for educating the public _____

f. established a community outreach program for interested citizens _____

g. established a method for receiving and responding to comments from citizens ____

h. recommended noise control programs that are effective _____

i. established effective public education programs _____

j. taken other effective actions dealing with aircraft noise problems _____.

Please briefly describe the actions for which any items above have been checked, and attach brochures, fact sheets or other information provided to the public that you feel might be useful in completing this task.

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Question 4. Please list any coordinated efforts involving States, Airport Proprietors, the FAA, and Local Government(s) that have reduced the number of people exposed to aircraft noise exceeding a Day-Night Level (DNL) of 65 decibels in your State or Region, and the appropriate persons to contact for additional information.

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Question 5. Please list the key people (and their phone numbers if available) that you believe have knowledge of specific programs that have worked successfully toward improving public awareness and understanding of aircraft noise.

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Question 6. Please identify and send copies of any statutes, ordinances, guidelines, and administrative vehicles directed at aviation noise and land use compatibility (including wildlife hazards to aviation) at the State or local government level.

ATTACHMENT B

COMMENTS FROM QUESTIONNAIRE

COMMENTS FROM QUESTIONNAIRE

Question 1. As best examples, my State Aviation Agency has:
a. developed noise reduction guidelines for airport proprietors

CALIFORNIA
State Aeronautics Program adopted Noise Standards that contain guidelines for implementation by others for reducing aircraft noise (California Code of Regulations, Title 21, Section 5037).

CONNECTICUT
Noise abatement procedures

MARYLAND
The state of Maryland has established Subtitle 8 of the Transportation Article of the Annotated Code of Maryland. This subtitle "provides a positive basis for abatement of existing noise problems in communities near airports and to prevent new noise problems and protect the health and general welfare of the occupants of land near airports." Section 5-805 describes the plan to be developed to reduce or eliminate an impacted land use area.

MINNESOTA
Has participated in efforts by airport sponsors to abate aircraft noise, serving on advisory committees for such efforts. Requirements in statute for airport safety zoning at public use airports in Minnesota has resulted in lessening the encroachment of incompatible uses at airports throughout the state, not only in terms of safety but also in terms of noise compatibility.

SOUTH DAKOTA
Worked with airport sponsors to develop zoning ordinances and easements. Ensure compliance of state laws and procedural rules.

WYOMING
As part of our Land Compatibility Guidelines, we provided each Community Planner and airport with a copy of the document for their area and also a pamphlet describing actions they could take to enhance compatibility.

b. helped establish laws that provide compatible land uses near airports

CALIFORNIA
State Legislature enacted Public Utilities Code Section 21670 requiring the establishment of Airport Land Use Commissions within Local County Governments.

DELAWARE
Aeronautics regulations.

HAWAII
Completed Part 150 Noise Compatibility Programs by the FAA for the major state airports in Hawaii.

ILLINOIS
Limited authority under the Illinois State Hazard Zoning Regulations.

MARYLAND
Section 5-810 provides for adoption of noise zone regulations by political subdivisions limiting permits if a proposed action would enlarge the size of or create an impacted land use. Additionally, the Maryland Aviation Administration (MAA) has established limits for cumulative noise exposure as published in the Code of Maryland Regulations (COMAR), page 121.

MICHIGAN
Airport Zoning Act

MONTANA
Aeronautics Division several years ago supported legislation which has since been adopted into code, which makes it easier to establish zoning around airports for various reasons.

OHIO
Ohio's revised code was changed to allow Airport Zoning Boards to control land use.

PENNSYLVANIA
Pennsylvania has a law requiring communities to restrict objects to Part 77 requirements.

SOUTH CAROLINA
State law states that any airport (public owned/public use) that receives state monies must have local zoning established.

SOUTH DAKOTA
Primarily protecting against airport hazards and establishing approach plans. Normally do not deal with noise or compatible land use.

TEXAS
Texas has enacted enabling legislation for compatible land use zoning which allows municipalities to "zone" airports to prevent incompatible land uses.

WASHINGTON
Modal ordinances focusing on preventing incompatible development from occurring. Developed a matrix of recommended densities and uses.

WISCONSIN
Wisconsin Statute 114.136 was established to give local governments the authority to adopt zoning ordinances to protect critical airport approach zones to their airports. The law permits these public airport owners to establish extraterritorial land use controls over the approaches up to three miles from an airport. Also imposes height limitations on structures 3 miles from an airport. Wisconsin Act 136, Statute 66.31, enacted to supplement existing zoning procedures and land use criteria for areas adjacent to an airport. Airports must enact height limitation zoning ordinances to qualify for state and federal aid.

c. developed noise control information for pilots and asked them to fly quietly

VERMONT
Noise abatement procedures have been implemented at W.H. Morse State Airport. Pilots are requested to use one runway for takeoff to avoid downtown Bennington.

d. developed information for members of the public affected by noise

ARIZONA
Brochures explaining aircraft noise derived from FAA guidelines.

CONNECTICUT
Web site with noise information.

MICHIGAN
Michigan Seller Disclosure Act.

NEW YORK
Reviewed general aviation noise abatement procedures in four state areas and gathered data on two particularly effective community airport programs; included both areas in general aviation noise abatement paper. Also studied noise problems outside 65 DNL at small airports and distributed paper to consultants.

e. developed tools or materials for educating the public

OHIO
Office of Aviation prepared "Good Neighbors by Design" booklet on use of zoning to promote compatible land use around airports.

TEXAS
Texas has published a manual to assist communities in enacting compatible land use and height hazard zoning.

WASHINGTON
Developing a "Best Practices" and a short course for cities and counties on how to preserve a balance between airport preservation and quality of life. Comprehensive planning maps overlaid with noise contours.

WISCONSIN
"Guide to Land Use Planning Around Airports in Wisconsin" (1989) was developed to assist public airport owners, local planning officials and interested citizens in promoting compatible land uses around the airports in their communities. "Protection Beyond Your Airport's Boundaries" is a PowerPoint presentation to explain the importance of planning for compatible land use around airports and the tools that are available in Wisconsin to accomplish this task. "Airport Development Handbook" includes information on land-loan program.

f. established a community outreach program for interested citizens

HAWAII
Conducted public hearings for public comments.

NEW MEXICO
Invited concerned citizens to aviation meetings such as Local Pilots Association, Aviation commission, etc.

RHODE ISLAND
Residential sound insulation program. Quarterly newsletter devoted to informing the public regarding noise issues.

g. established a method for receiving and responding to comments from citizens

CONNECTICUT
Noise hotline with call back follow-up.

h. reviewed effective noise control programs

CALIFORNIA
State reviews noise control programs during implementation of Noise Standards.

ILLINOIS
Reviewed noise compatibility programs as a part of FAR Part 150 Studies.

NORTH DAKOTA
Bismarck Airport Master Plan did noise study and constructed a new $6 million noise abatement runway in 1998. Noise practices direct traffic away from city center.

WISCONSIN
The bureau of Aeronautics reviewed the FAR Part 150 Noise Compatibility Studies developed for four airports.

i. reviewed effective public education programs

CALIFORNIA
Public education accomplished by proprietors through advisory committees.

ILLINOIS
Reviewed noise compatibility programs as a part of FAR Part 150 Studies.

j. taken other effective actions dealing with aircraft noise problems

ARIZONA
Currently studying heliport noise and land use compatibility issues in order to provide city/county planning and zoning agencies with guidelines to prevent incompatible land use around heliports and height zoning recommendations.

HAWAII
We are in the process of upgrading the current Remote Noise Monitoring System at Honolulu International Airport.

LOUSIANNA
Established height limitation and compatible land use zoning as a factor in prioritizing capital improvement grants to airports.

NEW HAMPSHIRE
Assists airports in Part 150 Studies either as a member of a committee or as a representative of the division (Aeronautics).

WASHINGTON
Will review development regulations and compatibility plan policy relating to the prevention of incompatible land uses relating to noise.

Question 2. As best examples, individual Airport Proprietors, City Governments, or County Governments in my State have:
a. developed guidelines for reducing aircraft noise near airports

CALIFORNIA
Proprietors have mailed voluntary and mandatory noise reduction procedures (runway use programs, curfews, and access programs) to aircraft operators.

MARYLAND
MAA has completed a Federal Aviation Administration Part 150 study and established an Airport Noise Zone and Noise Abatement Plan for Baltimore-Washington International Airport. The MAA has established an Airport Noise Zone and Noise Abatement Plan for Martin State Airport. The Noise Abatement Plans include specific items to reduce noise impacts around both airports.

MINNESOTA
Part 150 programs have been developed for the following Minnesota airports: Minneapolis-St. Paul International Airport, Duluth International Airport and the Rochester International Airport.

MONTANA
Several cities in Montana have adopted zoning around airports. Although Montana has no primary airports, it does have six which serve communities greater than 25,000 people. Although zoning in Montana is primarily an issue to deal with airspace protection, it is clearly stated in Montana code that it is for noise as well.

NEW JERSEY
One airport has a program for noise abatement and community involvement.

NEW MEXICO
Noise abatement procedures are utilized at Albuquerque International Airport.

NEW YORK

State of New York
Kingston Airport worked with town officials and community representatives to decide upon noise abatement guidelines and community airport communications prior to widening and reconstruction of runway. This effort occurred despite DNL under 65 in residential areas. Key was acknowledgement that serious residential noise complaints/problems can occur in DNL 60 and 55 areas, due to unique factors associated with general aviation airports and residential settings. We provided the paper "General Aviation Airport Noise Abatement" to the group as a resource document, and as response to the earlier questions. We also attended meetings.

Port Authority of New York

The Port Authority (PA) has been active since 1959 in addressing the issues of aircraft noise in our region. The PA instituted the 112 Pndb departure limit, which requires that jet aircraft conduct departures in such a way that the noise limit of 112 Pndb is not exceeded. The port has also restricted use of stage 2 aircraft during nighttime hours of 0000-0600. The PA has also worked with the FAA to establish a preferential runway system, which encourages use of runways that are least sensitive to aircraft noise.

Buffalo Niagara International Airport

Noise abatement procedure in the form of a Letter to Airman developed by the FAA Air Traffic Control in cooperation with the Niagara Frontier Transportation Authority for Buffalo Niagara International Airport.

OHIO

Smaller airports have established guidelines for quiet operations and recommended hours of operation.

b. requested or established controls providing compatible land use near airports

ARIZONA

State passed a statute that authorized airports to establish Airport Influence Areas (AIA) around their airports. The statute authorized County Recorders to annotate property owner's deeds within the AIA that the property was located in an area under the influence of aviation activity from an airport. Some airports (4) have attempted to establish AIAs around their airport. Only three have been successful. Airports within metropolitan areas are less likely to adopt this procedure due to the sheer numbers of homes involved, the attendant workload on the County recorders, and the multiple jurisdictional issues involved.

CALIFORNIA

Airport Proprietors, City Governments, and County Governments have all supported the adoption of Airport Land Use Commissions, and have helped adopt the resulting land use compatibility plans (PUC Section 21670, et seq.).

HAWAII

Established state law, which mandates that the seller of real estate disclose any property is within the 55 DNL noise level to the buyer.

INDIANA

Several communities have established airport-zoning overlays. Michigan Regional Airport in South Bend participated in development of a land use plan for a sub-area that took in the airport and its surroundings. This plan provided for comprehensive compatible development with a focus on economic development.

LOUSIANNA

Most communities have compatible land use zoning ordinances in order to get a higher priority for state airport capital improvement grants.

MARYLAND

Local county governments have implemented a process to defer applicants for building and subdivisions to the MAA for state permits within the Noise Zone surrounding a state-owned airport prior to applying for their county permits. The Baltimore-Washington International (BWI) Airport Noise Abatement Office has established a permit application and appeal process based on limits for cumulative noise exposure effectively preventing further incompatible development around BWI and Martin State Airports.

MINNESOTA

The Metropolitan Council of the Twin Cities (the regional MPO) developed Aircraft Noise/Land Use Compatibility Guidelines in 1984 for airports in the Twin Cities metro area.

NEW YORK

Schenectady County Airport

Easements.

PENNSYLVANIA

Mauheim Township, Lancaster County has an airport zone, which restricts land use around Lancaster Airport to compatible uses and requires that plans be provided to the airport manager for review.

SOUTH CAROLINA

If any public use/public owned airport wishes for the state to allocate monies to their airport, they must show that zoning and land use, as well as noise abatement procedures, are in place before any money is earmarked for their airport.

SOUTH DAKOTA

Some South Dakota airport sponsors have applied Part 77 extended Runway Protection Zones, Inner Horizontal Surface, and Conical Surface and identified land use restrictions for compatibility. For example, regulate the type and density. Others have applied Part 77 footprint and require an easement to be signed by new landowners to alert them to the airport location and associated noise.

WISCONSIN

The public owners of five airports have adopted land use zoning ordinances based on the extraterritorial land use control authority established in Wisconsin Statute 114.136. Over 70 public airport owners have also imposed height limitations.

c. developed noise control information for pilots and asked them to fly quietly

CALIFORNIA
Several airport proprietors have published handout material available to pilots.

ILLINOIS
Approximately six airports have established new or adjusted traffic patterns, altitudes or other noise mitigation procedures even though there is no requirement to do so. Chicago O'Hare has the only noise program to speak of. It has been limited to monitoring, purchasing, and sound-proofing of houses, schools, churches etc.

INDIANA
Several airports have voluntary departure procedures and traffic patterns.

NEW YORK

Port Authority of New York (comment repeated for 2a)
The PA has worked with the FAA to establish a preferential runway system, which encourages use of runways that are least sensitive to aircraft noise.

Buffalo Niagara International Airport (comment repeated for 2a)
Noise abatement procedure in the form of a Letter to Airman developed by the FAA Air Traffic Control in cooperation with the Niagara Frontier Transportation Authority for Buffalo Niagara International Airport.

MARYLAND
Noise abatement information is published in the Airport/Facility Directory. At Baltimore-Washington International Airport, specific noise abatement information is posted for pilots at a local FBO and announced on the ATIS frequency. Tenant Directives are used to disseminate noise abatement information to airport users and tenants. At Martin State Airport, Letters to Airmen are used to disseminate noise abatement procedures to transient and airport based operators.

PENNSYLVANIA
Signs posted at many airports showing preferred heading and altitude.

d. developed information for members of the public affected by noise

CALIFORNIA
Proprietors have published their noise control regulations, ordinances, and requested procedures for dissemination to the public.

MARYLAND
MAA has developed the Airport Noise Zone and Noise Abatement Plan brochures as well as specific handouts to address specific areas of concern.

NEW MEXICO
Public forums and seminars at Albuquerque International Airport.

NEW YORK

Buffalo Niagara International Airport (comment repeated for 2g and 2i)
Have instituted a program to receive and promptly respond to individual complaints/inquiries regarding aircraft noise around Buffalo Niagara International Airport; the responses often involve an education process as the factors affecting aircraft noise.

Schenectady County Airport
Meets with neighborhood groups affected by airport noise.
Airport advisory committee meets regularly with Aviation Commission to discuss any problems.
Newsletter to keep public informed.
Noise abatement runway designated.
Tower to alternate runways when conditions allow.
NYS ANG limits night flying activities.

e. developed tools or materials for educating the public

CALIFORNIA
Proprietors have prepared brochures and made them available to the public.

NEW YORK

Schenectady County Airport
Newsletters, hotline.

WISCONSIN
The 1992 FAR Part 150 Study for General Mitchell International Airport included an extensive public information program. A newsletter was developed for distribution to the affected residents in addition to other educational materials and brochures/pamphlets. Interested citizens are also given the opportunity to participate in the study. These included public hearings. Citizens were informed through newsletters, newspapers and neighborhood associations.

f. established a community outreach program for interested citizens

CALIFORNIA
The San Francisco International Airport/Community Roundtable is a good example of a community outreach program.

MARYLAND
MAA has established Neighbors Committees for Baltimore-Washington International and Martin State Airports to involve the communities in airport issues and to disseminate information.

MINNESOTA
In 1969, the Metropolitan Airports Commission (MAC), in cooperation with the surrounding communities and other interested parties, established the Metropolitan Aircraft Sound Abatement Council (MASAC). MASAC's charge is to minimize aircraft noise impacts in the communities around Minneapolis-St Paul International Airport. Both airport users and those affected by aircraft noise are represented on the Council. MASAC also provides information to pilots on noise abatement procedures and informs the public about noise issues [i.e., questions 2c, d and e]. The MAC has installed an Aircraft Noise and Operations Monitoring System (ANOMS) at MSP. These data are posted on the MAC web site on the Internet. The URL is: http://www.macavsat.org

NEW YORK

Port Authority of New York
The Port Authority has worked with a variety of community groups including the Queens Borough Presidents office, the Town Village Aircraft Noise Abatement Advisory Council and the Aviation Development Council.

Schenectady County Airport
Community Advisory Committee.

g. established a method for receiving and responding to comments from citizens

CALIFORNIA
All the "Noise Problem" airports in California have noise monitoring systems and a staff to operate them. That staff also responds to public comments.

INDIANA
This refers to airports that have conducted Part 150 Studies. These are air carriers or cargo hub airports.

MARYLAND
Baltimore-Washington International Airport (BWI) has a noise hotline in place as part of the BWI Noise Abatement Plan to receive and respond to individual's noise concerns. Additionally, many letters are received from residents and elected officials, which are responded to by the noise abatement staff. Martin State Airport also has a noise hotline handled by the airport manager.

MINNESOTA
The MAC has established a hot line for noise complaints.

NEW YORK

Buffalo Niagara International Airport (comment repeated for 2d and 2i)
Have instituted a program to receive and promptly respond to individual complaints/inquiries regarding aircraft noise around Buffalo Niagara International Airport; the responses often involve an education process as the factors affecting aircraft noise.

Schenectady County Airport
Comment sheets, hotline.

h. established noise control programs that are effective

ARIZONA
Some airports within the metropolitan areas have undertaken Part 150 Noise Compatibility Studies. Of the eight airports located in the Phoenix metropolitan area, four have or are in the process of completing those studies. One airport in the same area has adopted noise overlay zoning ordinances.

CALIFORNIA
Proprietors have implemented preferential runway use programs, curfews, and other restrictions to operations for aircraft exceeding specified noise levels.

INDIANA
This refers to airports that have conducted Part 150 Studies. These are air carriers or cargo hub airports.

IOWA
The major noise reduction efforts have been at the Des Moines International Airport, where the city has been acquiring residential properties in the vicinity of the airport for several years.

MARYLAND
Baltimore-Washington International and Martin State airports have implemented noise abatement programs that effectively reduce or eliminate impacted land uses. The details of the noise control methods utilized are described in the respective Noise Abatement Plan brochures.

OHIO

Air carrier airports, including Port Columbus International, Cleveland Hopkins, Toledo Express, and Dayton International have fully implemented Airport Noise Abatement Programs, funded by the FAA.

OKLAHOMA

Tulsa International (no other airports) has implemented an intensive noise prohibition study that went through public hearings, study, etc. It has resulted in a buyout of certain residencies, noise attenuation and insulation programs, and has an MOU with the Oklahoma Air National Guard (flying F-16s) to alter flying habits to assist in noise reduction. Working with airport tenants, local residents, and civil organizations has increased awareness and educated groups to better mitigate noise at Tulsa International.

VERMONT

Burlington Airport has had FAA Part 150 Studies completed to help address noise issues. Certain properties near the airport have been purchased and some houses have been insulated to reduce noise.

WASHINGTON

Noise reduction programs at Seattle-Tacoma International Airport and Boeing Field.

WISCONSIN

Four commercial service airports in Wisconsin have effective noise control programs in place based on an approved FAR Part 150 Study. The study for General Mitchell Airport in Milwaukee recommended sound insulation for homes in the 65 DNL areas surrounding the airport and the purchase of homes in the 70 DNL. The Part 150 Study for Austin Straubel International Airport recommended routing aircraft operations away from the noise affected areas in Green Bay. The Dane County Airport noise study recommended the construction of a second air carrier runway. Also recommended was the purchase of residential aviagation easements to protect the approach.

i. established effective public education programs

CALIFORNIA

Proprietors have developed information programs that have been presented to every organization that will listen.

MARYLAND

Public education is achieved through a combination of contacts with individual residents, newsletters and quarterly reports, presentations at Neighbors Committee meetings, and public information sessions held during Airport Noise Zone updates.

NEW YORK

Buffalo Niagara International Airport (comment repeated for 2d and 2g)
Have instituted a program to receive and promptly respond to individual complaints/inquiries regarding aircraft noise around Buffalo Niagara International Airport; the responses often involve an education process as the factors affecting aircraft noise.

j. taken other effective actions dealing with aircraft noise problems

CALIFORNIA
Proprietors have implemented land acquisition and acoustic treatment programs.

GEORGIA
Peachtree Airport in Atlanta has an active noise program. No details are available.

MARYLAND
The MAA has established noise assistance programs for residents and schools located in the Baltimore-Washington International - Airport Noise Zone. The programs include a Voluntary Land Acquisition Program, a Homeowners Assistance Program offering resale assurance or soundproofing, and a school soundproofing program. Additionally, the MAA has established a new program to assist local governments in purchasing large areas of land zoned residential that are located within the Airport Noise Zone to convert for compatible public use, such as parks.

NEW YORK

Buffalo Niagara International Airport
Complaints/concerns that the Niagara Frontier Transportation Authority cannot answer are referred to the FAA for further investigation/follow-up.

Schenectady County Airport
Residential sound insulation program; noise berm.

Question 3. As best examples, the FAA has:
a. recommended guidelines for reducing aircraft noise near airports

NORTHWEST MOUNTAIN REGION
Keeping aircraft operating under Instrument Flight Rules (IFR) as high as operationally possible near and around airports is good practice. Ensuring that aircraft comply with published procedures and letters of agreement is extremely important in reducing noise complaints. The public tends to pick up on flight track deviations and keeping aircraft on established paths is critical in maintaining air traffic control credibility. Also, aircraft operating under Visual Flight Rules (VFR) in the traffic pattern are advised of the pattern altitude when those aircraft appear to be off the recommended altitude, as well as known noise sensitive areas established by the airport management.

FAA has conducted Part 150 Noise Programs at Seattle-Tacoma International Airport and Paine Field, WA; Salt Lake City, UT; Portland, OR; and Jackson, WY.

WESTERN PACIFIC REGION
14 Code of Federal Regulations 150 (FAR Part 150) studies address issues such as noise exposure, noise influence areas, compatible land use, flight tracks, noise mitigation measures, and other areas. These studies help local/state governments establish zoning ordinances to ensure compatible land use and require disclosure statements related to the buying and selling of real estate in areas affected by airport noise. The studies also provide a mechanism for identifying noise problems and approving, funding, and implementing noise mitigation measures. Finally, the studies offer the public an opportunity to raise concerns related to aircraft and airport noise issues. In addition to these measures, the Western-Pacific Region has a published noise hotline phone number (310-725-3638).

NEW ENGLAND REGION
The New England Region ATD has also participated in numerous noise study meetings to help airport sponsors develop voluntary noise abatement procedures. Most recently this was done at Nantucket Airport on Nantucket Island, and Barnstable Municipal Airport in Hyannis, Massachusetts. We are also currently working on developing noise abatement procedures with the airport sponsors and surrounding communities at Bradley International Airport in Windsor Locks, Connecticut; and T. F. Green Airport in Warwick, Rhode Island.

b. implemented changes in flight paths to relocate aircraft noise

ALASKA REGION
Anchorage International Airport's (ANC's) Air Traffic Control Tower has adopted a policy of rerouting traffic arriving to and departing from ANC to fly further south over water and away from residential areas between 10 p.m. and 7 a.m. under certain flow configurations.

NORTHWEST MOUNTAIN REGION
FAA does this very carefully. The operative word in this question is "relocate." Overflight aircraft noise can be moved from one spot on the ground to another spot. In other words, moving a flight path transfers the problem to another community. This concept is one of the hardest and most important for the public to understand. The community proposing the change is only interested in solving its problem and believes the FAA is responsible for the transfer and resulting impacts to the new community.

When the FAA is asked to change a flight path for noise reasons, we insist that the affected airport, users of the airport, and all the communities impacted agree on the proposal before further action is taken to make the change. This has been done at Denver, Portland and Sea-Tac through a variety of groups, community involvement, and task force structures.

WESTERN PACIFIC REGION
FAR Part 150 Studies have resulted in flight path changes at several airports in the region, and noise sensitive areas are identified in pilot handbooks.

SOUTHWEST REGION
Implemented flight track/noise abatement procedures at Dallas-Fort Worth, New Orleans, Albuquerque, etc.

GREAT LAKES REGION
Detroit.

NEW ENGLAND REGION
The New England Region Air Traffic Division (ATD) has implemented changes in flight paths to relocate aircraft noise, most notably at Boston-Logan International Airport for departures off of Runway 27. The final departure procedure alternative was a result of a multi-year Environmental Impact Statement, and resulted in fewer people being exposed to 65 DNL or higher.

c. developed noise control information for pilots and asked them to fly quietly

ALASKA REGION
In the most heavily noise impacted areas in the Alaskan region, Air Traffic Control Tower personnel brief pilots on what they can do to "fly neighborly" and reduce noise impacts to the community. These briefings typically occur during Air Traffic User meetings.

NORTHWEST MOUNTAIN REGION
The FAA assists airport sponsors and managers with their noise abatement brochures, fliers, and inputs into the Airport/Facility Directory for noise abatement. Also, User Meetings provide the airport sponsor, air carriers, and the FAA a forum to address noise issues, problems, and solutions.

WESTERN PACIFIC REGION
Noise abatement information is published in the Airport/Facility Directory.

SOUTHWEST REGION
Air Traffic Division issues a notice every fall to avoid Taos Pueblo area during ceremonies.

d. developed information for members of the public affected by noise

ALASKA REGION
Airports and Air Traffic Division personnel have briefed community councils, airport commissions, local planning and zoning commissions and the Anchorage Assembly on the FAR Part 150 process, the FAA and Airports role in reducing aircraft noise, and the local communities' need to participate in the studies. They have also described the role local governments can play in adopting compatible land use zoning and ordinances and real estate disclosure laws.

NORTHWEST MOUNTAIN REGION
FAA does this on a case-by-case basis when working with individual citizen groups on their specific proposal. This information is provided in the form of letters, charts, public notices on proposals, notification of procedure tests, etc. Most of the generic noise information comes from the airports in the form of printed materials, open house events to noise abatement offices, and monthly/quarterly/etc. newsletters.

WESTERN PACIFIC REGION
The FAA has brochures describing aircraft noise and how it is measured and actions to take when low flying aircraft are observed.

GREAT LAKES REGION
Altitude over city/home.

EASTERN REGION
Due to the complexity of airspace in the New York metro region and the East Coast, we have had to develop worthy relations with the airport operators and the community both near and far from our major airport. We have a contact point on the RA's staff. We meet with the public regularly and with local and national political leaders.

NEW ENGLAND REGION
The New England Region Air Traffic Division (ATD) has also developed materials for educating the public affected by noise. We recently developed a pamphlet that describes the ATD's environmental responsibilities, noise being a primary factor. We also developed several Power Point presentations that we use to educate air traffic facility personnel and the general public

about noise, the National Environmental Policy Act, and public participation in the environmental process (available upon request). We regularly distribute AEE's pamphlet on "Aircraft Noise and How We Measure It" at public meetings. We consider public outreach and education an important aspect in the noise arena and have sponsored three Community Involvement training courses in New England over the last two years for facility and Regional Office managers and staff specialists. We have also coordinated with consultants to receive some of their public education boards and handouts, and keep them in house to use for our own needs when applicable. For Boston-Logan Runway 27, we took on a "pilot awareness' program to improve adherence to the noise abatement departure procedure. We measure a 10% increase in adherence to the noise abatement corridor immediately following this program. We have also met individually with concerned citizens and noise groups to explain our policies on noise and the environment. This is done for concerned citizens who live near the airport, as well as for those who live at considerable distances and are concerned about overflights at altitudes above 3,000 feet mean sea level. To improve the New England Region's internal coordination to noise inquiries from the public, we are in the process of finalizing a noise memo with the other New England FAA Divisions. This will include an internal noise inquiry/complaint-tracking program.

Further information on any of the above can be obtained by contacting Ms. Terry Flieger, Environmental Protection Specialist, Air Traffic Division at (781) 238-7524.

e. developed tools or materials for educating the public

NORTHWEST MOUNTAIN REGION
Same answer as "d." Also, there are some training videos which have been developed by FAA Headquarters on community involvement and noise, but they are more for our training than for public presentation.

SOUTHWEST REGION
Airports Division has developed a pamphlet for airport sponsors/city/county planners stressing the importance of compatible land use.

f. established a community outreach program for interested citizens

ALASKA REGION
Local Air Traffic Control Tower staff meet with members of the local community to discuss their concerns and explore options for reducing noise impacts to the community. The traffic rerouting described in b. above is an example of steps taken by Air Traffic as a result of expressed community concerns.

NORTHWEST MOUNTAIN REGION
FAA has found that each community has its own specific noise problems and agenda. We handle each group and proposal as it surfaces and provide assistance to interested citizens, and not the public at large. Putting out general information on aircraft noise tends to be counter-productive and generates sympathetic noise complaints.

SOUTHWEST REGION
Air traffic has invited community representatives to the tower at Albuquerque International Airport to observe operations.

g. established a method for receiving and responding to comments from citizens

NORTHWEST MOUNTAIN REGION
FAA deals with calls as they come in pursuant to FAA Northwest Mountain Region Order 1050.2C. Written correspondence is logged in and answered in a timely manner. Signature authority runs from a Branch Manager to the Regional Administrator, depending on the source and to whom it was addressed.

WESTERN PACIFIC REGION
Calls from citizens concerned about aircraft and airport noise are responded to on a regular and timely basis.

SOUTHWEST REGION
All noise complaints are routed through noise abatement officer for coordination and response.

GREAT LAKES REGION
Letters.

h. recommended noise control programs that are effective

NORTHWEST MOUNTAIN REGION
There are several programs that the FAA has used to mitigate noise issues. These programs are typically requested by the airport sponsor and coordinated with the user groups. The following are a few of the programs: Runway Use Program (FAA Order 8400.9) for day and night-time preferential runway use; Stage II (noisy aircraft) runway and departure restrictions; Noise Abatement Departure Profiles (Advisory Circular 91 531A); Flight Management System (FMS) departure and arrival procedures; voluntary noise abatement programs between the users and airport owners.

i. established effective public education programs
None.

j. taken other effective actions dealing with aircraft noise problems

ALASKA REGION

Most of the Alaskan Region's efforts in reducing aircraft noise have been done in conjunction with updates to Airport Noise and Land Use Compatibility plans under FAR Part 150. These efforts have been done in partnership with the airports, principally Anchorage International, rather than as independent efforts.

NORTHWEST MOUNTAIN REGION

Aircraft noise is a product of a market-driven demand for more and cheaper flights. This demand equates to actual increases in the number of operations over the last 1/5/10 years. The public has been told, at every opportunity, that the FAA does not create the demand, but only ensures the safe and efficient management of the system. Additionally, those involved in noise issues cannot make promises about how aircraft noise will be magically reduced through some technology, because it won't be. More aircraft equates to more noise, and people living close to airports will undoubtedly be exposed to more overflights. The best policy is to be honest and up front.

Question 4. Please list any coordinated efforts involving States, Airport Proprietors, the FAA, and Local Government(s) that have reduced the number of people exposed to aircraft noise exceeding a Day-Night Level (DNL) of 65 decibels in your State or Region, and the appropriate persons to contact for additional information.

STATE RESPONSES

ARIZONA

Two airports are currently involved in noise compatible programs that are renovating homes and/or acquiring property to reduce noise impacts of homes in an Airport Influence Area (AIA). Phoenix Sky Harbor has a plan to renovate some homes in noise sensitive areas (Ellis Owens, (602) 273-4300) and is acquiring land to put it into more compatible land use. Tucson International Airport is doing much the same in the vacinity of their airport (Suzanne McClain, (520) 573-8100).

CALIFORNIA

a. Several airport proprietors have implemented, or continued to implement, noise control procedures that require federal funding or changes to air traffic control procedures by the FAA. These procedures are often the result of noise control programs established by airport proprietors to meet the requirements of the State Noise Standards, and the programs have been coordinated with local governments. A leading example of coordination is the SFO Airport/Community Roundtable that incorporates membership of 15 communities that are affected by aircraft noise from SFO, the Airport Proprietor, the FAA Tower and TRACON personnel, the chief pilots of major Air Carriers, and the State of California when appropriate. The Roundtable has succeeded in implementing changes to flight tracks and altitudes used by air carrier aircraft that have

reduced the impact of noise in some areas. The Roundtable has funding, hires consultants, and accomplishes research in areas where no data exists. Its success appears to result from the willingness of all parties to contribute to the effort to find practical, safe and affordable solutions. For additional information, contact Dave Carbone at (650) 876-7812.

b. Several FAR Part 150 Studies have been accomplished that have resulted in the reduction of noise to residents near airports. A good example of the benefits of such Studies is that performed by San Jose International Airport which included sound attenuation for residential properties near the airport. The residents taking part in the program are pleased by the results, and the airport is bringing itself into compliance with the State Noise Standards by reducing the number of people impacted by noise. For information, contact Gary Stowell at (408) 277-4111.

c. The Southern California Task Force has been organized by the FAA to study specific noise issues involving the control and routing of aircraft. The members are relatively high-level personnel from the FAA, the airlines, and the cities experiencing low-level overflights, homeowner associations, the State of California, and the airport proprietors that host the aircraft involved. This group has been successful at achieving changes in FAA procedures that affect certain areas. The intent is to find solutions for specific problems without moving the problem to other areas where people live. For information, contact Marlin Beckwith at (916) 654-5470.

CONNECTICUT
Mini-noise study (environmental assessment) and Part 150 Study.

HAWAII
Purchase of homes in the 75 DNL area at Kahului Airport. Sound attenuation of two schools in the high aircraft noise area as recommended in the Part 150 Studies. Use of the runway farthest from the city was designated in the evening hours at Honolulu International Airport.

ILLINOIS
The only process the state of Illinois and airport sponsors have pursued in reducing the number of people exposed to significant noise impacts has been through the FAR Part 150 noise process. The city of Chicago has produced a Fly Quiet Program for Chicago O'Hare International and Chicago Midway airports.

INDIANA
Part 150 studies at Indianapolis International and Terre Haute International airports.

LOUSIANNA
Only at larger commercial services airports (139 airports). The state is not involved.

MINNESOTA
See Question 2b. The development of the "Aircraft Noise/Land Use Compatibility Guidelines" was a coordinated effort involving the Metropolitan Council, the Office of Aeronautics, the Metropolitan Airports Commission (MAC) and representatives of the affected cities. Chauncey Case, aviation planner for the Metropolitan Council (651) 602-1724 is the contact person.

NEW YORK

Port Authority of New York
The Stage 3 phaseout rule: Richard Halik (212) 435-3675; Thomas Bosco (212) 435-3694
Community Outreach: Ralph Tragale (212) 435-4879
Aircraft Noise Abatement Monitoring System: Richard Halik

Buffalo Niagara International Airport
NFTA acquired and demolished several residences (i.e., 50-60) located off Runway 5 (in Runway Protection Zone and within 75 DNL) in late 1960's/early 1970's using federal/state AIP funding assistance.

Schenectady County Airport
FAR Part 150 Noise Compatibility Study and Update
Hush House
Noise Berm
Residential Sound Insulation Program

NORTH DAKOTA
Bismarck Noise Abatement Runway

OKLAHOMA
Same as question 2.

RHODE ISLAND
Residential sound insulation program-Joseph Harris-Airport Noise Program Manager. Wayne Schuster-Director of Planning and Development (401) 737-4000 x273.

SOUTH CAROLINA
When sponsors wish to update their airport's Airport Land Use Plan (ALP), we (the State Aviation Division) require that the plan show noise contours as well as land compatibility.

SOUTH DAKOTA
Airport Improvement Program (AIP) Land acquisition projects.

WASHINGTON
Seattle/Tacoma International Airport and King County/Boeing Field are currently conducting Part 150 Studies.

WISCONSIN

The Part 150 Studies for the five commercial service airports discussed above. Contacts for additional information are:

Donald D. Hoeft, Director, Austin Straubel International Airport, Green Bay, (920) 498-4800
Peter L. Drahn, Director, Dane County Regional Airport, Madison, (608) 246-3380
C. Barry Bateman, Director, General Mitchell International Airport, Milwaukee, (414) 747-5300
Duncan Henderson, Director, Wittman Regional Airport, Oshkosh, (920) 424-7777.

WYOMING

Federal, State and Local projects at Cheyenne Airport which provided FAR 150 noise study and implemented recommendations. The greatest impact was to purchase homes and relocate individuals outside the 65 DNL contour. There has been some land purchases at multiple airports for future protection against many intrusions including noise problems

FAA RESPONSES

ALASKA REGION

A FAR Part 150 Study was completed for Anchorage International in 1987. Unfortunately, there was not a good coordinated effort in implementation of the 1987 study by the airport, the FAA or the local land use control authority, the Municipality of Anchorage. Recognizing the shortfall in the previous study, the update to the Part 150 Study that is currently underway is focusing heavily on implementation of the recommended and approved measures in the Noise Compatibility Plan. Air Traffic, the Air Carriers, Airports Division, Anchorage International Airport and the Municipality of Anchorage have all been involved in making a realistic assessment of what can be done and the Noise Compatibility Planning (NCP) document measures are focused on implementation. Most of the measures in the draft NCP for Anchorage International Airport are focused on limiting the number of people moving into areas where the DNL exceeds 65 through real estate disclosure and zoning ordinances; and on trying to reduce the impact on people that are already located within the 65 DNL through soundproofing.

NORTHWEST MOUNTAIN REGION

FAA has conducted Part 150 Programs at Sea-Tac and Paine Field, WA; Jackson, WY; Salt Lake City, UT; and Portland, OR.

WESTERN PACIFIC REGION

FAR Part 150 Studies involve the formulation and approval of a Noise Compatibility Planning (NCP) document. The NCP identifies noise mitigation measures that help reduce the impact of airport and aircraft noise and the number of communities affected by these issues. The NCP process also provides funding, based on eligibility, priority and availability, to help implement approved noise mitigation measures.

Technical and advisory committees are also formed as part of the FAR Part 150 process. Public participation on advisory committees offers citizens an opportunity to become involved in the planning process, and comments received are often used to formulate solutions to noise issues and in shaping the final NCP potion of the Part 150 Study.

In addition, many airport sponsors have created unique local programs to expedite the implementation of noise mitigation measures adopted as a result of Part 150 Studies. A good example of such a local program is the one developed by Los Angeles World Airports.

Finally, Part 150 programs have been approved for San Diego Lindbergh Field, Los Angeles International Airport, Ontario International Airport, Palm Springs Airport, San Francisco International Airport, Burbank-Glendale-Pasadena Airport, and Phoenix Sky Harbor Airport.

In December 1997, FAA Administrator Jane Garvey announced the formation of the Southern California Task Force to address community concerns regarding quality of life issues for Southern California communities affected by airport and aircraft noise.

FAA Western-Pacific Regional Administrator William C. Withycombe was given oversight responsibility for the Task Force and convened numerous meetings throughout the year to address this topic. The goal of the Task Force is to balance the needs of Southern California communities affected by aircraft noise with those of airspace users and the FAA while ensuring the integrity of the National Airspace System.

During the last year, the Task Force identified eleven areas/communities affected by aircraft noise, and through a series of public meetings, further defined the specific problems affecting those areas/communities.

The Task Force, comprised of high level representatives from local government, industry and the FAA, formulated action plans designed to mitigate the noise impact to the affected areas/communities. Many of the action plans included air traffic route structure modifications and the design of new departure procedures. Work will continue on the Task Force initiatives until resolutions to the problems affecting the eleven areas/communities have been identified and implemented.

SOUTHWEST REGION
Part 150 Program-Dean McMath, (817) 222-5617

GREAT LAKES REGION
Detroit Noise-Annette Davis (no phone number)

EASTERN REGION
In some cases we have states fighting with each other. Airport proprietors are often viewed as in cahoots with the FAA to increase capacity at airports. The phase out of Stage 2 aircraft has had the greatest impact. However, this is being counterbalanced by increased traffic.

ATTACHMENT C

CONTACT LIST

CONTACT LIST

STATE CONTACTS

ARIZONA
Mark Meyers-Mesa-Falcon Field, (602) 644-2450
Scottsdale Airport-John Kinney, (602) 312-2321
James M. Harris-Coffman Associates, (602) 993-6999

CALIFORNIA
Victor Gill-Burbank-Glendale-Pasadena Airport Authority, (818) 840-8840
Dave Carbone, staff to San Francisco International Airport/Community Roundtable, (650) 876-7812
Walter Gillfillan, Gillfillan and Associates, (510) 524-3966
John Leyerle, John Wayne Airport, (714) 252-5043
Floyd Best, McClellan-Palomar Airport, (619) 431-4646
Karen Robertson, Dallas-Fort Worth International Airport, (972) 574-8138
Gary Stowell, San Jose International Airport, (408) 277-4111
Carole Wedl, Oakland International Airport, (510) 577-4276
Robert Beard, Los Angeles International Airport, (310) 646-9410
Yolana Carroll, Ontario International Airport, (909) 937-2727
Mathew Crosman, Long Beach Airport, (310) 570-2673
Nyle Marmion, San Diego International Airport, (619) 686-6381
Dick Dyer, California Department of Transportation, (916) 654-5507

CONNECTICUT
Steve Korta-BDL Administrator, (860) 292-2001
Kevin Lynch-Transportation Planner, (860) 594-2544
John Spillane-BDL Operations, (860) 627-3001

GEORGIA
Lee Remmel-Airport Manager-Peachtree Airport, (770) 936-5440

HAWAII
Ben Schapak, Head Planning Engineer, Hawaii DOT Airports Division, (808) 838-8821
David Welhouse, FAA Honolulu District Office, (808) 541-1243

ILLINOIS
Kitty Friedheim-City of Chicago, (773) 686-3529
James Bildilli-Division of Aeronautics-Chief Engineer, (217) 785-8514

INDIANA
Charlie Goodwin (Vigo County Zoning Ordinance-cooperative effort between airport authority and zoning board), (812) 877-2524

IOWA
Bill Flannery-Director of Aviation-Des Moines International Airport-Des Moines, IA, (515) 256-5100

KENTUCKY
Brenda Graham - Louisville International Airport-Standiford Field- Airport Authority, (502) 368-6524
Barbara Schepf-Cincinnati-Northern Kentucky International Airport, (606) 767-3151

LOUSIANNA
Ed Lewell-Director, New Orleans International Airport, (504) 464-3536
Anthony Marino, Director, Baton Rouge Metropolitan Airport, (225) 355-0333

MARYLAND
Susan Prosser, Acting Director, Aviation Noise and Abatement Office, (410) 859-7550
Tony Neubert, Director, Division of Real Estate, (410) 859-7378.

MICHIGAN
Jerry Lowell, (616) 336-4500
Colleen Pobur, (734) 753-2206
Karl Randall, (810) 666-3900.

MINNESOTA
Steve Vecchi, Part 150 Program Manager for the Metropolitan Airports Commission , (612) 726-8133
Steve Leqve, Airport Manager, Rochester International Airport, (507) 282-2328
Ray Klosowski, Airport Manager, Duluth International Airport, (218) 727-2968

MISSISSIPPI
Jackie Sweatt, FAA-Southern Region Environmental Protection-Program Manager, (404) 305-6726

MONTANA
Tim Orthmyer-Morrison/Mairle Engineering Consultants, (406) 442-3050

NEW HAMPSHIRE
Fred Testa-Manchester Airport Manager, (603) 624-6539
Roy Rankin-Nashua Airport Manager, (603) 882-0661
Mark Rowell-Pease Airport Manager, (603) 433-6536.

NEW JERSEY
Phil Engel-Teterboro, (201) 288-1775
Arlene Feldman-FAA, (718) 553-3000

NEW MEXICO

Maggie Santiago-Aviation Division, Albuquerque InternationalAirport, (505) 842-4373.

NEW YORK

State of New York
Edward Rose-Dutches County, (914) 463-6000

Port Authority of New York
The Stage 3 phaseout rule:
Richard Halik, (212) 435-3675
Thomas Bosco, (212) 435-3694
Community Outreach: Ralph Tragale, (212) 435-4879
Aircraft Noise Abatement Monitoring System: Richard Halik

Syracuse Hancock International Airport
Michael Hotaling, C&S Engineers, (315) 455-2000
James Kent, Cough Harbor & Associates, (315) 471-3920
Lt. Col. Kim Hunter, 174th FW NYANG, (315) 454-6203
Joseph Donofrio, FAA-ATCT, (315) 455-2479

Schenectady County Airport
Steve Israel, Airport Commissioner
Schenectady County Airport
21 Airport Road
Scotia, NY 12302
(518) 399-0111

Capt. Robert Bullock
NY Air National Guard
109th Airlift
Scotia, NY 12302
(518) 344-2396

OHIO
Chip Hannon, Toledo Express Airport, (419) 243-8251
Tony Iacabone, Port Columbus International, (614) 239-4000
Dave Mason, Dayton International Airport, (937) 454-8200

OKLAHOMA
Brent Kitchen, Director
Tulsa International Airport
PO Box 581838
Tulsa, OK 74158
(918) 838-5000

OREGON
Glen Woodman, Port of Portland, (503) 460-4070
John Helm, NW Rotorcraft Assn, (800) 547-6922

RHODE ISLAND
Mark Peterson, Landrum and Brown, (513) 530-1235.
Anastasia Lyman, (617) 524-8994.
Randy Jones, (617) 536-6316.

SOUTH DAKOTA
Larry Cooper-Airport Manager-Huron Regional Airport, (605) 352-4577

TEXAS
Holland Young-Austin Bengstrom International Airport, (512) 369-6600

WISCONSIN
Pat Rowe, Director of Public Relations
General Mitchell International Airport, Milwaukee
(414) 747-5300

Nick Arnold, City Administrator
City of Kenosha, (414) 653-4000

WYOMING
Richard Apaeth-WYDOT Aeronautics Division, (307) 977-3953
George Larson-Jackson Airport Manager, (307) 733-7682
Jerry Olson-Cheyenne Airport Manager, (307) 634-7071

FAA CONTACTS

ALASKA REGION
Maryellen Tuttell, ANC Noise Program Manager, (907) 266-2543
Patti Sullivan, FAA, Airports Division Planner, AAL-610, (907) 271-5454
Clarence Goward, FAA, Air Traffic Division, Environmental Specialist, AAL-536, (907) 271-5883
Bill Chord, Anchorage Air Traffic Control Tower Manager, ANC ATCT, (907) 271-2700.

NORTHWEST MOUNTAIN REGION
Each Air Traffic Facility Manager (Airport Traffic Control Tower, Terminal Radar Approach Control) at a medium-to-large facility, such as Portland, Denver, Sea-Tac, Salt Lake City, etc., is constantly involved with noise issues and the public. Most of these managers are involved in Part 150 Noise Compatibility Programs, and with local noise groups and their community leaders, on noise issues from airports in their area.

WESTERN PACIFIC REGION
William C. Withycombe, Regional Administrator, FAA Western-Pacific Region, (310) 725-3550
Robert Beard, Noise Abatement Officer, Los Angeles World Airport, (310) 646-9410
Yolana Carroll, Noise Abatement Officer, Ontario International Airport, (909) 273-3475
Nile Marmion, Director, Airport Noise Information, San Diego International Airport, (619) 686-6381
Marvin Ellis, Noise Abatement Officer, San Francisco International Airport, (415) 876-2220
John Leyerle, John Wayne Airport, (714) 252-5043
Victor Gill, Burbank-Glendale-Pasadena Airport, (818) 840-8833
Shawn Arena, Noise Abatement Specialist, Phoenix Sky Harbor Airport, (602) 273-3475

SOUTHWEST REGION
Dean McMath, FAA, (817) 222-5617
Don Day, FAA, (817) 222-5593.
Karen Robertson, Dallas/Fort Worth International Airport, (972) 574-8138.

SOUTHERN REGION
Lisa Waters, Palm Beach International Airport, (561) 471-7467
Jamie Tapp, Atlanta Hartsfield International Airport, (404) 209-3175.

EASTERN REGION
Stu Cohen, A&A-530, (718) 553-4522
Frank Squeglia

NEW ENGLAND REGION
Further information on any of the above can be obtained by contacting Ms. Terry Flieger, Environmental Protection Specialist, Air Traffic Division at (781) 238-7524.

ATTACHMENT D

STATUTES, REGULATIONS, GUIDELINES

STATUTES, REGULATIONS AND GUIDELINES

STATE LIST

ARIZONA

- Article 7, Airport Zoning and Regulation.

CALIFORNIA

- California Statute directing that Noise Standards be adopted (California Public Utilities Code, Section 21669, et seq.).
- Noise Standards (California Code of Regulations, Title 21, Section 5000 et seq.).
- Example Variance Decision issued to SFO under California Noise Standards.
- Airport Land Use Commission Law (California Public Utilities Code Section 21670 et seq.).
- Airport Land Use Planning Handbook, California Department of Transportation, Division of Aeronautics, 1993
- Various City and County General Plans incorporate the Comprehensive Land Use Plans developed by Airport Land Use Commissions in an effort to maintain compatibility between airports and communities.

CONNECTICUT

- Bradley International Airport-Noise Abatement Procedures.
- Bradley International Airport-Noise Information.

INDIANA

- Indiana Tall Structures Act-Gives the state some enforcement powers of the same standards as Part 77.
- Noise sensitive use permit-noise disclosure for properties adjacent to airports
- Real Estate Noise Disclosure-standard real estate sales disclosure form (administered by state real estate commission) -informs property buyers that property is/is not within 1 mile of an airport. This was a result of a failed attempt to build a second runway at a reliever airport that brought the "nimby" element out of the woodwork-real estate agents took a large part of the blame.

MARYLAND

- Subtitle 8 of the Transportation Article of the Annotated Code of Maryland.
- Code of Maryland Regulations (COMAR).
- 1998 Baltimore/Washington International Airport (BWI)-Airport Noise Zone and Noise Abatement Plan brochure.
- BWI Tenant Directives 203.1 and 501.1.
- BWI Quarterly Report, East/West Operations, BWI Noise Abatement Arrival/Departure Procedures, BWI Noise Zone Facts, Steps to Consider When Insulating Your Home.
- Martin State Airport Noise Zone and Noise Abatement Plan.

MICHIGAN

- Seller Disclosure Act.
- Airport Zoning Act.

MINNESOTA

- Aviation Policy Plan of the Metropolitan Council Minnesota Statutes, Chapter 360 (Aeronautics enabling legislation).

MONTANA

- Montana Code Annotated Part 67.

NEBRASKA

- DEQ landfill regulation.

NEW JERSEY

- Air Safety and Zoning Act of 1983.

NEW YORK

State of New York

- "Addressing Noise Impacts at Small General Aviation Airports"
- "General Aviation Noise Abatement"

Port Authority of New York

- Aircraft noise mitigation programs.

Buffalo Niagara International Airport

- Letter to Airmen issued by FAA for Buffalo Niagara International Airport (BNIA) and referenced in Question 2 response.
- "New York State Existing Airport/Land Use Issues Document" prepared in 1997 as part of the state Continuous Aviation System Planning (CASP) Program-copies should be available either from NYDOT or Capital District RPC.
- "Buffalo Airport Land Use Analysis " addresses land use/noise issues around a General Aviation airport (Buffalo Airfield) near BNIA (was prepared as part of NFTA's CASP Program.

Syracuse Hancock International Airport

- Habitat Management and Control Options-Wildlife Management Plan.
- Environmental Impact Statement.
- Noise Compatibility Study.
- Noise Compatibility Study Update.

NORTH DAKOTA

- Land Use Guide.
- North Dakota Aeronautics Commission put manager's handbook to all 94 public use managers for education. We also have airspace/land use maps for all public airports. It addresses issues of concern in approaches.

OHIO

- Good Neighbors by Design.
- Ohio Revised Code-Chapter 4563.

OKLAHOMA

- Oklahoma Statutes, Title 3. Airport Zoning Act.

OREGON

- Oregon DOT draft rule.
- Airport Planning Rule.

SOUTH DAKOTA

- Avigation Easement-Huron Regional Airport.
- South Dakota Statutes related to aviation.

TEXAS

Airport Compatibility Guidelines.

WISCONSIN

- Wisconsin Aviation Laws (1977)-Includes Wisconsin Statute 114.136 and 66.31.
- "A Guide to Land Use Planning" (WisDOT, 1989).
- Brown County Zoning Ordinance, Chapter 24.
- "Airport Zoning Districts" for Austin Straubel International Airport.
- Outagamie County Airport Zoning Ordinance, Outagamie County Regional Airport, Appleton.
- Winnebago County Airport Zoning Ordinance, Wittman Regional Airport.
- Taylor County Airport Zoning Ordinance, Taylor County Airport, Medford.
- Kenosha Regional Airport Zoning Ordinance, Section 13, City of Kenosha Zoning Ordinance.

WYOMING

- Wyoming Statutes 10-5-301-Power of Counties, cities and towns. Article 3-zoning, (primarily height zoning).
- Priority rating model.

FAA LIST

SOUTHWEST REGION

- FAA SW Region Compatible Land Use Pamphlet.

SOUTHERN REGION

- FAA brochure-"Aircraft Noise: How We Measure It And Assess Its Impact".

ATTACHMENT E

RESPONSES TO QUESTIONNAIRE

NASAO/FAA Airport Noise and Compatible Land Use Questionnaire
(State only questions)

	AL	AK	AZ	AR	CA	CO	CT	DE	FL	GA	HI	ID	IL	IN	IA	KS	KY	LA	ME	MD	MA	MI	MN	MS	MO	MT	NE	NV
States that responded to survey		yes	yes		yes		yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes		yes	yes	yes	yes	yes	yes	

Question 1. As best examples, my State Aviation Agency has:

a. developed noise reduction guidelines for airport proprietors					yes		yes				yes									yes								
b. helped establish laws that provide compatible land uses near airports					yes								yes	yes						yes		yes	yes		yes	yes		
c. developed noise control information for pilots and asked them to fly quietly							yes				yes																	
d. developed information for members of the public affected by noise			yes				yes				yes											yes						
e. developed tools or materials for educating the public			yes				yes																					
f. established a community outreach program for interested citizens							yes																					
g. established a method for receiving and responding to comments from citizens		yes	yes				yes				yes																	
h. reviewed effective noise control programs					yes						yes		yes	yes														
i. reviewed effective public education programs					yes						yes		yes															
j. taken other effective actions dealing with aircraft noise problems			yes				yes				yes							yes					yes					

Question 2. As best examples, individual Airport Proprietors, City Governments, or County Governments in my State have:

a. developed guidelines for reducing aircraft noise near airports		yes			yes		yes											yes		yes		yes	yes				yes	
b. requested or established controls providing compatible land use near airports		yes	yes		yes		yes				yes			yes	yes			yes		yes		yes			yes	yes	yes	
c. developed noise control information for pilots and asked them to fly quietly			yes		yes		yes						yes	yes						yes							yes	
d. developed information for members of the public affected by noise			yes		yes		yes													yes		yes						
e. developed tools or materials for educating the public					yes		yes													yes								
f. established a community outreach program for interested citizens					yes		yes													yes		yes	yes					
g. established a method for receiving and responding to comments from citizens		yes	yes		yes		yes							yes						yes		yes	yes					
h. established noise control programs that are effective			yes		yes									yes	yes					yes		yes						
i. established effective public education programs					yes		yes													yes								
j. taken other effective actions dealing with aircraft noise problems					yes		yes			yes					yes					yes		yes						

NASAO/FAA Airport Noise and Compatible Land Use Questionnaire
(State only questions)

	NH	NJ	NM	NY	NC	ND	OH	OK	OR	PA	RI	SC	SD	TN	TX	UT	VT	VA	WA	WV	WI	WY	Total
	yes	yes	yes	yes		yes	yes	yes	yes	yes	yes	yes	yes	yes	yes		yes		yes	yes	yes	yes	42

Question 1. As best examples, my State Aviation Agency has:

																								Percentage of states responding
a. developed noise reduction guidelines for airport proprietors		yes											yes									yes	7	17%
b. helped establish laws that provide compatible land uses near airports		yes					yes		yes	yes		yes	yes		yes		yes		yes		yes		18	43%
c. developed noise control information for pilots and asked them to fly quietly		yes							yes								yes						5	12%
d. developed information for members of the public affected by noise				yes													yes		yes				7	17%
e. developed tools or materials for educating the public		yes		yes		yes	yes								yes				yes		yes		9	21%
f. established a community outreach program for interested citizens			yes								yes								yes				4	10%
g. established a method for receiving and responding to comments from citizens		yes					yes																6	14%
h. reviewed effective noise control programs		yes				yes			yes												yes		8	19%
i. reviewed effective public education programs																							3	7%
j. taken other effective actions dealing with aircraft noise problems	yes			yes			yes												yes				9	21%

Question 2. As best examples, individual Airport Proprietors, City Governments, or County Governments in my State have:

a. developed guidelines for reducing aircraft noise near airports		yes	yes	yes		yes	yes	yes	yes				yes				yes		yes			yes	19	45%
b. requested or established controls providing compatible land use near airports		yes				yes	yes	yes	yes	yes		yes	yes				yes		yes		yes	yes	25	60%
c. developed noise control information for pilots and asked them to fly quietly		yes	yes	yes			yes	yes	yes	yes							yes		yes			yes	17	40%
d. developed information for members of the public affected by noise			yes	yes			yes	yes	yes				yes						yes		yes		13	31%
e. developed tools or materials for educating the public			yes	yes			yes	yes	yes										yes				9	21%
f. established a community outreach program for interested citizens		yes	yes	yes			yes	yes	yes										yes				12	29%
g. established a method for receiving and responding to comments from citizens		yes	yes	yes			yes	yes	yes				yes						yes				16	38%
h. established noise control programs that are effective			yes	yes			yes	yes					yes				yes		yes		yes		14	33%
i. established effective public education programs				yes			yes	yes											yes				7	17%
j. taken other effective actions dealing with aircraft noise problems				yes			yes	yes					yes						yes				11	26%

NASAO/FAA Airport Noise and Compatible Land Use Questionnaire
(FAA only question)

	SO	GL	NM	EA	WP	AL	SW	NE	CE	Total
FAA regions that responded to survey	yes	yes	yes	yes	yes	yes	yes	yes		8

Question 3. As best examples, the FAA in my Region has:											**Percentage of regions responding**
a. recommended guidelines for reducing aircraft noise near airports	yes		yes	yes	yes					4	50%
b. implemented changes in flight paths to relocate aircraft noise	yes	yes	yes	yes	yes	yes	yes	yes		8	100%
c. developed noise control information for pilots and asked them to fly quietly	yes		yes	yes	yes	yes	yes	yes		7	88%
d. developed information for members of the public affected by noise	yes	yes	yes	yes	yes	yes		yes		7	88%
e. developed tools or materials for educating the public	yes		yes	yes	yes		yes	yes		6	75%
f. established a community outreach program for interested citizens				yes	yes	yes	yes			4	50%
g. established a method for receiving and responding to comments from citizens		yes	yes	yes	yes		yes			5	63%
h. recommended noise control programs that are effective			yes	yes	yes					3	38%
i. established effective public education programs				yes	yes			yes		3	38%
j. taken other effective actions dealing with aircraft noise problems	yes	yes	yes	yes	yes	yes		yes		7	88%

NM-Northwest Mountain
EA-Eastern
WP-Western Pacific
AL-Alaska
SW-Southwest
NE-New England
CE-Central