

## NOISE COMPATIBILITY PROGRAM UPDATE

### Public Information Meeting and Hearing

*February 1, 2023*

- NCP Report, Recorded Presentation and Slide Deck will be available at:

<https://cityofwestfield.org/752/Westfield-Barnes-Regional-Airport>

- This meeting is being recorded
- Zoom attendees, we have muted all microphones during the presentation

- Introductions
- Review of the Part 150 Process
- Present Recommended Noise Compatibility Program (NCP)
- Questions from the Public
- Public Hearing to receive public comment regarding the recommended NCP



## City of Westfield

- As airport owner and operator, the City is responsible for conducting the Noise Compatibility Program (NCP) analysis, submitting the study for approval, and implementing approved measures
- Consulting team is retained to conduct technical work and prepare documentation related to the NCP process

## Federal Aviation Administration (FAA)

- Determines whether the NCP process has met Part 150 requirements and approves individual noise mitigation measures

## Technical Advisory Committee (TAC)

- Provides representation for stakeholder organizations, including local jurisdictions, airport operators, local business interests



**Diane Carter, Principal-in-Charge**  
**Brianna Whiteman, Assistant Project Manager**

**Responsible for:**

- Overall Project Management/Client/Agency Coordination
- Community Outreach
- Land Use Measures
- Noise Implementation Plan



**Gene Reindel, Principal-in-Charge**  
**Kate Larson, Project Manager**

**Responsible for:**

- Operational and Administrative Measures
- NCP Documentation
- Compliance with Federal Regulations

## **The Federal Aviation Administration (FAA) developed the Part 150 Program in response to the federal Aviation Safety and Noise Abatement Act of 1979 (“ASNA”)**

- Codified under Title 14 of the Code of Federal Regulations (CFR) Part 150
- Formal citation is “14 CFR Part 150,” informal is “Part 150”
- Formal title is “Airport Noise Compatibility Planning”

## **Voluntary FAA-defined process for airport noise studies**

- 250+ airports have participated

## **Why do airports participate? Primary reasons include:**

- Access to FAA funding of some approved measures
- Process is comprehensive, well-established, and understood

## Part 150 prescribes standards and systems for:

- Measuring noise
- Estimating cumulative noise exposure using computer modeling
- Describing noise exposure
- Coordinating with local land use agencies
- Documenting the analytical process
- Submitting the documentation to FAA
- FAA and public review processes
- FAA approval or disapproval process

## Consultation required with:

- All local, state, and federal entities with control over land use within DNL 65+ dB
- FAA regional officials
- Regular aeronautical users of the airport
- All parties interested in reviewing and commenting on the draft reports

## Two primary elements:

- Noise Exposure Map (NEM)
- Noise Compatibility Program (NCP)
  - Current phase

Detailed FAA guidance at:

[www.faa.gov/airports/environmental/airport\\_noise/](http://www.faa.gov/airports/environmental/airport_noise/)





## Noise Exposure Map Updated in 2019 Resulting in:

- 2019 (Existing) and 2024 (Forecast) Conditions Contours
- Estimated 202 noise-sensitive parcels identified as non-compatible with existing aircraft noise

## Noise Compatibility Program Update to Address Non-Compatible Land Uses

DNL Band (dBA)	Program To Date with 2019 Scenario					Other 2019 Newly Incompatible Properties*	GRAND TOTAL	Properties to be Addressed **
	Acquired Properties	Avigation Easement	Sound Insulated Properties	Not Addressed*	Total			
65-70	19	4	49	49	121	150	271	199
70-75	1	2	-	2	5	1	6	3
75+	-	-	-	-	-	-	-	-
<b>Total</b>	<b>20</b>	<b>6</b>	<b>49</b>	<b>51</b>	<b>126</b>	<b>151</b>	<b>277</b>	<b>202</b>

Notes: property was counted if any portion of the parcel is within the DNL band; Arbor Mobile Home Park located on Southampton Rd is excluded.

\* Includes some parcels located outside of the DNL 65 dB

\*\* equals those not addressed in the current Program plus those newly incompatible

Land Use	DNL <65 dB	DNL 65-70 dB	DNL 70-75 dB	DNL > 75 dB
<b>Residential</b>	Compatible	Incompatible <sup>(1)</sup>	Incompatible <sup>(1)</sup>	Incompatible
<b>Mobile home park</b>	Compatible	Incompatible	Incompatible	Incompatible
<b>Transient lodgings</b>	Compatible	Incompatible <sup>(2)</sup>	Incompatible <sup>(2)</sup>	Incompatible <sup>(2)</sup>
<b>Schools</b>	Compatible	Incompatible <sup>(3)</sup>	Incompatible <sup>(3)</sup>	Incompatible
<b>Hospitals and nursing homes</b>	Compatible	25 <sup>(4)</sup>	30 <sup>(4)</sup>	Incompatible
<b>Churches, auditoriums and concert halls</b>	Compatible	25 <sup>(4)</sup>	30 <sup>(4)</sup>	Incompatible

<sup>(1)</sup> Measures are required to achieve 25 to 30 dB of noise level reduction for aircraft noise from outside to inside.

<sup>(2)</sup>“Transient lodgings” include, but are not limited to, hotels and motels.

<sup>(3)</sup>Measures are required to achieve 25 to 30 dB of noise level reduction for aircraft noise from outside to inside.

<sup>(4)</sup> The measures to achieve NLR of 25 or 30 dB must be incorporated into design and construction of structure.

## Objectives of proposed measures:

- **Reduce** exposure over incompatible uses
- **Mitigate** exposure where it cannot be reduced to compatible levels
- **Limit** growth in exposure over incompatible uses
- **Prevent** introduction of new incompatible uses

• Airport recommends NCP measures

• FAA approves or disapproves each recommended measure

### Land Use Strategies

- Land acquisition
- Sound insulation
- Avigation easements
- Prevention
- Land use controls
- Real estate disclosures

### Noise abatement strategies

- Flight tracks
- Preferential runway use
- Arrival/departure procedures
- Airport layout modifications
- Use restrictions

### Programmatic measure

- Implementation
- Promotion
- Monitoring
- Reporting
- NEM updating
- NCP revision

## Analysis and Selection Process:

1. Evaluate effectiveness in addressing objectives
2. Evaluate feasibility (economic, operational, safety, etc.)
3. Select most effective “package” of measures
4. Identify implementation responsibilities, schedules, etc.
5. If not recommended, document reason(s)

1990 – NEM & NCP are Produced by the City,  
Receive FAA Approval

2009 – The City Updates the NEM & NCP

2015 – NEM is Updated and Receives FAA  
Approval

2016 – NCP is Updated; Receives FAA  
Approval in 2017

2019 – NEM is Updated to Model Civilian  
Aircraft with AEDT, Receives FAA Approval

2021 – The City Begins to update the NCP

- Westfield-Barnes Regional Airport (BAF)
- Westfield Airport Commission
- City of Westfield
- Town of Southampton
- Army Aviation Support Facility (AASF)
- Air National Guard (ANG)
- Atlantic Aviation
- MassDOT Aeronautics
- Federal Aviation Administration (FAA) - *advisory*

## TAC Meeting 1

Wednesday March 16, 2022

- Introduction to Part 150

## TAC Meeting 2

Wednesday April 27, 2022

- Overview of NCP elements
- Evaluation of Noise Abatement Measures

## TAC Meeting 3

Wednesday May 25, 2022

- Evaluation of Land Use Measures
- Evaluation of Program Management Measures

## TAC Meeting 4

Wednesday July 27, 2022

- Review of Noise Abatement Analysis

## TAC Meeting 5

Tuesday September 13, 2022

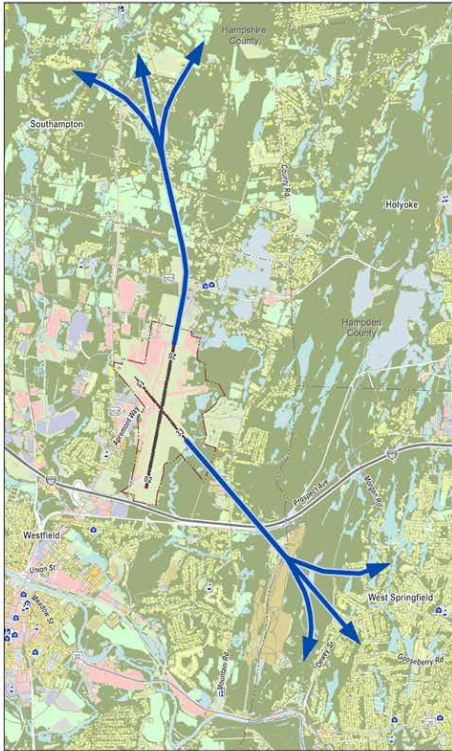
- Finalize NCP Update Recommendations

# Airport Recommended Noise Abatement Measures

NCP Measure No.		Noise Abatement Measure	Existing / New	Implementation Status
20 23	20 16			
<b>NA-1</b>	<b>NA1</b>	Maintain Runway Heading to East Mountain Ridge after Departing Runway 15	Existing	Implemented
<b>NA-2</b>	<b>NA1</b>	Prohibit the Use of Intersection Departures on Runway 33	Existing	Implemented
<b>NA-3</b>	<b>NA2</b>	Turn to 360-degrees Heading after Departing Runway 02	Existing	Not Implemented
<b>NA-4</b>	<b>N/A</b>	Barnes ANG Preferential Runway Use Program	Existing	Implemented
<b>NA-5</b>	<b>N/A</b>	<b>Barnes ANG Fighter Aircraft "High Initial" Approach Procedures</b>	<b>NEW</b>	<b>N/A</b>
<b>NA-6</b>	<b>N/A</b>	Barnes ANG Noise Abatement Departure Procedures	Existing	Implemented
<b>NA-7</b>	<b>N/A</b>	Helicopter Noise Abatement Approach Procedures to Runway 02	Existing	Implemented
<b>NA-8</b>	<b>N/A</b>	Helicopter Noise Abatement Departure Procedures from Runway 02	Existing	Implemented
<b>NA-9</b>	<b>N/A</b>	Helicopter Noise Abatement Approach Procedures to Runways 15 and 33	Existing	Implemented
<b>NA-10</b>	<b>N/A</b>	Helicopter Noise Abatement Departure Procedures to Runways 15 and 33	Existing	Implemented

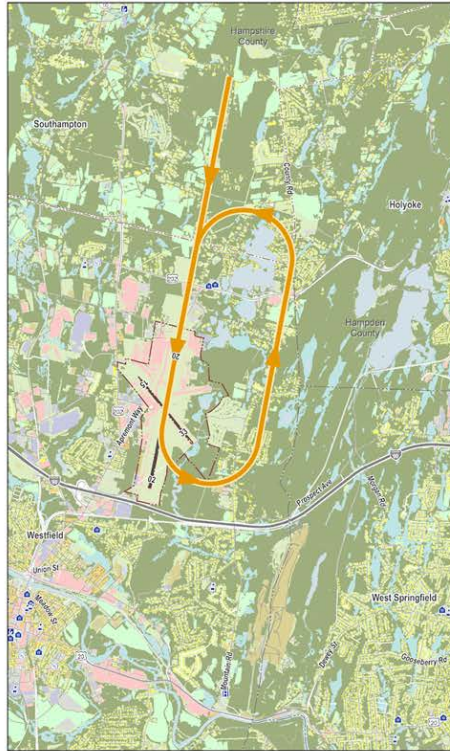


## Measures from Previous NCP Recommended for Continuation



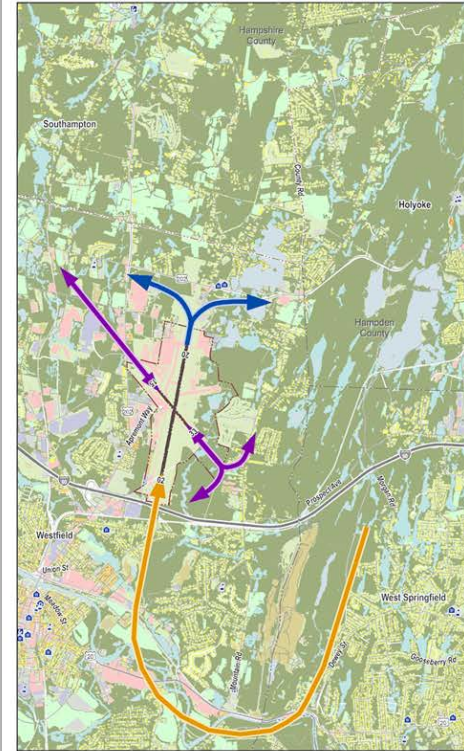
- NA-1: Maintain Runway Heading to East Mountain Ridge after Departing Runway 15
- NA-2: Prohibit the Use of Intersection Departures on Runway 33
- NA-3: Turn to 360-degree Heading after Departing Runway 02

## Existing Air National Guard Noise Abatement Measures



- NA-4: Barnes ANG Preferential Runway Use Program
- NA-5: Barnes ANG Fighter Aircraft "High Initial" Approach Procedures
- NA-6: Barnes ANG Noise Abatement Departure Procedures

## Existing Helicopter Noise Abatement Measures



- NA-7: Helicopter Noise Abatement Approach Procedures to Runway 02
- NA-8: Helicopter Noise Abatement Departure Procedures from Runway 02
- NA-9: Helicopter Noise Abatement Approach Procedures to Runways 15 and 33
- NA-10: Helicopter Noise Abatement Departure Procedures to Runways 15 and 33



# Airport Recommended Land Use Measures

NCP Measure No.		Land Use Measure	Existing / New	Implementation Status
20 23	20 16			
<b>LU-1</b>	<b>LU2,4</b>	Sound Insulate Noise-Sensitive Structures	Existing	Partially Implemented
<b>LU-2</b>	<b>LU1</b>	Acquire Non-Compatible Residential Property	Existing	Partially Implemented
<b>LU-3</b>	<b>LU3,5</b>	Acquire Avigation Easements	Existing	Partially Implemented
<b>LU-4</b>	<b>LU6</b>	Modify Local Land Use Zoning	Existing	Not Implemented
<b>LU-5</b>	<b>LU11</b>	Modify Local Subdivision Regulations	Existing	Not Implemented
<b>LU-6</b>	<b>LU9</b>	Review Proposed Land Use Development w/in the 65 dB and higher contours	Existing	Implemented
<b>LU-7</b>	<b>LU7</b>	Voluntary Acquisition of Undeveloped Land	Existing	Not Implemented
<b>LU-8</b>	<b>LU10</b>	Voluntary Real Estate Disclosures	Existing	Not Implemented
<b>LU-9</b>	<b>LU13</b>	Acquire the Arbor Mobile Home Park	Existing	Not Implemented

# Airport Recommended Program Management Measures

NCP Measure No.		Program Management Measure	Existing / New	Implementation Status
2023	2016			
<b>PM-1</b>	<b>PM1</b>	Re-establish and Maintain a Noise Mitigation Advisory Committee	Existing	Implemented and subsequently disbanded
<b>PM-2</b>	<b>PM2</b>	Continue the Community Awareness Program	Existing	Implemented
<b>PM-3</b>	<b>PM3</b>	Expand the Fly Quiet Program	Existing	Partially Implemented
<b>PM-4</b>	<b>PM4</b>	Periodically Evaluate Noise Exposure	Existing	Implemented

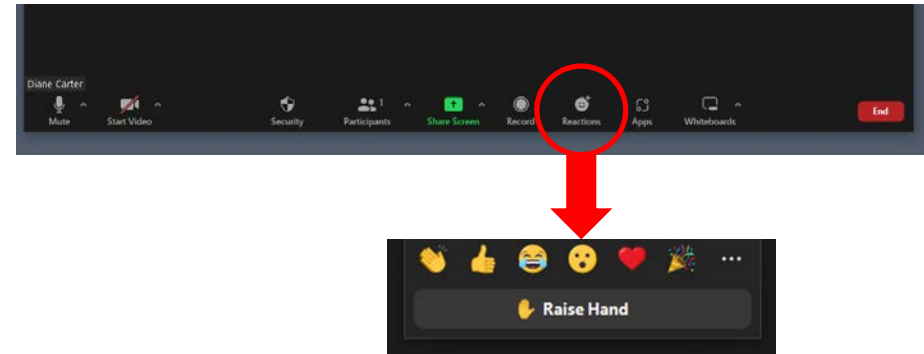
## Next Steps to Finalize NCP:

- 30-day comment period ends February 17, 2023
  - Please send written comments to: [bwhiteman@jonespayne.com](mailto:bwhiteman@jonespayne.com)
- Public Hearing begins following this presentation
  - We will describe the process at the end of the presentation
- Public comments and the City's response will be included in the final NCP
- Final NCP to be submitted to FAA in Spring 2023
- FAA has 180 days to review and approve individual measures

# Questions Regarding Presentation & NCP Measures

- To ask a question please use the “Raise Hand” feature.
- Individuals will be recognized in the order their hand was raised.

To be recognized by the moderator



## The Public Hearing is now open.

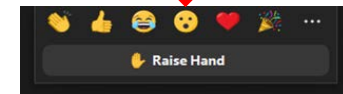
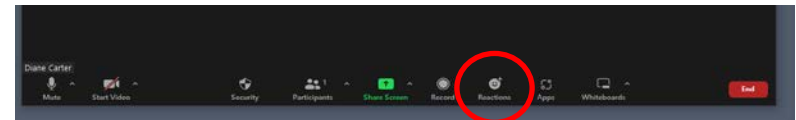
The City will now record verbal comments from the public regarding the draft noise compatibility report

### In-Person Attendees:

- Please form a line in front of the court reporter
- Your comment will be recorded and will become part of the public record.
- The City will respond to the statements in the final version of the NCP report.

### For Zoom Attendees:

- Please use the “raise hand” feature to be recognized.
- Comments will be received after in person attendees.



## The Public Hearing is now closed.

Please send your written comments by February 17, 2023 at 5 p.m.to:

**Brianna Whiteman**  
**[bwhiteman@jonespayne.com](mailto:bwhiteman@jonespayne.com)**

Thank you for participating