

FAR PART 150 NOISE EXPOSURE MAP CHECKLIST PART II – Narrative Instructions

I. Identifying and Submitting the Map Documentation:

Background Information: The Noise Exposure Maps (NEM) are not just two graphics depicting the existing and forecast year noise contours and noncompatible land uses. They consist of information, including current and forecast year, type and frequency of aircraft operations, airport layout (including outline of the airport boundaries, runway locations, and any planned airport development), flight tracks/patterns, number of nighttime operations, planned land use changes, demographic changes in the surrounding areas, location of noise sensitive public buildings, properties on or eligible for inclusion on the National Register of Historic Places, location of aircraft noise monitoring sites, and the estimated number of people residing within each noise contour. Since including all this information on just two map graphics makes them difficult to read and understand, FAA permits some of the information to be provided in supplemental maps and documents. All of the maps and documents containing the required information, if they meet the regulatory requirements, constitute the FAA-accepted NEMs and should be referenced as such in your letters and notices.

FAA Review and Action: All NEM submissions must be returned to the airport sponsor for correction if the elements required by law and regulation are not included or properly completed:

A. The airport sponsor should identify its Part 150 submission as consisting solely of NEMs or NEMs and a Noise Compatibility Program (NCP). If the submission is a revision to NEMs previously found in compliance with Part 150, it needs to be so identified. (First time map submissions do not need to be specifically identified as such.)

B. The airport name and the airport sponsor's name need to be identified. NEMs must be submitted by the operator of a public use airport (including heliports), not the consultant or other party.

It is desirable to have the above information (A and B) on the cover page of the submission. However, there is no legally required format, so it is acceptable to submit this information in a different format so long as it is included and clearly understandable.

C. In order to verify that the submission has come to FAA from the airport sponsor instead of another party, the submission must be accompanied by a signed and dated cover letter from the airport sponsor. The airport sponsor's letter should clearly identify the documentation as Part 150 submission for appropriate FAA determinations (as opposed to a preliminary or partial submission of material for FAA informal advice, policy review, request for informal concurrence from the terminal service unit on proposed air traffic procedures, or other technical guidance).

FAR PART 150 NOISE EXPOSURE MAP CHECKLIST

PART II – Narrative Instructions

II. Consultation

A. ASNA and Part 150 have very specific, yet separate, consultation and public participation requirements for NEMs and NCPs. Section 150.21(b) requires a narrative description of the consultation accomplished on the NEMs and of the opportunities afforded the public to review and comment during the development of the NEM documentation. This narrative must include the information described below. (If NEMs and a NCP are submitted together, it is preferable but not required for the consultation requirements to be documented in one section of the Part 150 submission and to cover both NEM and NCP consultation requirements.)

B. The map documentation must clearly identify the various consulted parties. Under § 150.21(b), the parties to be consulted by the airport sponsor are: FAA regional officials, state officials, public and planning agencies within the DNL 65 dB¹ noise contour, other Federal officials that have local responsibility for land uses within the DNL 65 dB noise contour depicted on the maps, and regular aeronautical users of the airport. As indicated in §§ 150.21(b) and A150.105(a), each public agency and planning agency whose jurisdiction or responsibility is either wholly or partially contained within the DNL 65 dB noise contour is to be identified by name in the narrative documentation and consulted. "Regular aeronautical users" of the airport may include major users such as representatives of fixed base operators, airlines, airline pilots, business aviation, individual general aviation pilots, cargo operators, and other affected airport tenants.

C. In accordance with § 150.21(b), the map documentation must describe the consultation accomplished and the opportunities afforded the public to review and comment during NEM development. The airport sponsor must certify that it has afforded interested persons *adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft NEM and descriptions of forecast aircraft operations*. The map documentation, therefore, must include both the specific certification required by the regulation, and a description of consultation and public participation so the FAA may determine if this requirement has been met.

It is important for the narrative description to indicate that consultation with the required parties occurred during the development and preparation of the NEMs. It should *describe* the consultation accomplished, and the opportunities afforded the public to review and comment during the development of the NEMs. The Part 150 regulation does not specify any particular method for consultation and public participation. It allows flexibility to the airport sponsor on how to meet consultation and public participation requirements. Consultation and review are most often accomplished through Part 150 advisory committees or task forces, formed by invitation to various parties required to be consulted and established before map development gets underway. Creation of advisory committees or task forces is not a substitute for affording the general public an opportunity to review and

¹ If the sponsor has adopted a locally significant noise contour, such as the DNL 60 dB, consultation must include all of these listed parties that are located within this locally adopted contour.

FAR PART 150 NOISE EXPOSURE MAP CHECKLIST PART II – Narrative Instructions

comment. For example, meetings held solely to inform the advisory committee or task force, and not the public at large, do not meet the legal requirement. However, a similar meeting that is advertised and open to the public would meet the requirement.

Reasonable and fair representative participation to the extent practicable is expected. Not every aviation user or every member of the interested public must be allowed to actively participate on an advisory committee or task force. However, all written comments from any party are to be received and considered. The consultation requirements of Part 150 are not deemed to be flawed because a party or parties declines to participate, as long as there is evidence in the documentation that adequate opportunity to participate was extended by the airport sponsor.

D. Section 150.21(b) requires the sponsor to file a copy of all written comments received during consultation with the Regional Airports Division Manager. (Normally written comments are published in the NEM documentation, but this is not mandated.) Since these comments will be on file with the FAA, and may not be included in the Part 150 document itself, the submitted map documentation should verify in writing that either there were no written comments received or that written comments are either published in the document or on file with the FAA region.

While the Part 150 regulation requires the airport sponsor to respond to comments received on the *NCP*, there is no parallel requirement for an airport sponsor to respond to comments received on the NEMs. However, airport sponsors may include responses in their map documentation to significant questions or issues at their option. In any event, the FAA will review comments on the correctness and adequacy of the draft NEMs and of the descriptions of forecast aircraft operations. The FAA may require the airport sponsor to modify the NEMs to address comments, if warranted, before the FAA will act on the NEM submittal.

III. Noise Exposure Maps General Requirements

A. Section 150.21 requires the submission of two map graphics and narrative information. The graphics must include an existing condition map and a forecast year map at least five years into the future. These must be clearly labeled with the year that each map represents shown on the map face. The sponsor may submit additional maps for supporting information, analytical purposes, or for other time frames. (Refer to the NCP Checklist Narrative, Part II, Section III, for further information about NEMs that are included as part of NCP submittals.)

Only one existing condition map and one forecast year map depicting the noise contours may be designated by the airport sponsor as the NEMs for a compliance finding at any one time under Part 150.

B. In accordance with § 150.21, the existing condition map must be based on current data *as of the date of submission* (i.e., the year of submission) to the FAA regional or district

FAR PART 150 NOISE EXPOSURE MAP CHECKLIST PART II – Narrative Instructions

office. This data may represent the previous full calendar year, or the past 12 months (which may overlap calendar years). The forecast year map must be based on forecast aircraft operations at the airport and on other reasonable planning assumptions (further described below in V.A.) for not sooner than the fifth calendar year beginning after the year of submission. If the maps are based on data generated for timeframes other than the current year of submission and the selected forecast year (e.g., if NEMs are based on 2000 data and forecast out to 2005, but the date of the NEMs' submittal to FAA is 2002, NEMs should represent 2002 and at least 2007 airport conditions), the airport sponsor must verify that the data are representative of existing and of forecast year conditions for the year of submission and at least five years in the future from the year of submission. Specifically, airport layout, runway use percentages, flight tracks, general aircraft mix and operational data, and noncompatible land uses are equivalent and that changes in total numbers of operations would not alter the noise contour by DNL 1.5 dB or greater². Airport sponsors must indicate that they have verified accuracy of map data by stating in the documentation that the "existing condition" map, which is based on the data for the year the NEMs were developed, accurately represents *the year of submission*. The same verification must be done for the map developed for the selected forecast year (at least five years into the future from the date of submission). The verification should explain why the sponsor believes the forecast NEM continues to represent forecast year conditions, at least five years into the future from the *date of submission*. If airport sponsors are unable to verify the data's representation, maps must be redone in order to be acceptable under Part 150.

C. The regulation permits, but does not require, the airport sponsor to include NCP noise abatement/mitigation recommendations as part of the modeling input for the forecast year NEM. This is recommended when the NEM and NCP are conducted and submitted at the same time. If the forecast year NEM is not based on program measures, and if the FAA subsequently approves NCP measures that would significantly increase or decrease the DNL noise contours (+/- 1.5 DNL), the FAA should ensure the airport sponsor promptly updates its NEMs to address the requirements of §150.21(d).³

The airport sponsor is expected to identify whether the forecast year NEM represents the NCP with or without recommendations, and to specify which, if any, NCP measures are reflected in the forecast year NEM. The airport sponsor should describe as specifically as possible how these measures affect the compatibility of land uses on the map (relative contribution of each measure to the overall program's success §§150.23(e)(3) and (e)(5)).

² Desktop computer tools, such as the Area Equivalent Method (AEM), are available to check whether operational changes are likely to significantly influence the DNL 65 dB noise contour. A change of DNL 1.5 dB or greater over incompatible land uses would require the airport sponsor to redo the NEMs, including consultation. Contact the FAA Office of Environment and Energy if there are questions about the use of desktop tools.

³ To help an airport sponsor maintain its compliance with Part 150, the FAA should: Compare the noise contours developed for a NEPA or master planning analysis against the NEMs the FAA has earlier determined meet Part 150 requirements and that it has on file; Notify the sponsor when the environmental analysis under NEPA/planning indicates the proposed airport project may cause this noise change; Remind the sponsor it must update the NEMs on file to meet Part 150 requirements. (Note: the sponsor may delay developing those new NEMs until after the FAA selects the preferred alternative during the NEPA process.) Inform the sponsor that its FAA-accepted, updated NEMs will replace those previously on file with the FAA; and Inform the sponsor it must use the updated NEMs to carry out its existing noise compatibility program or an update to that program, if it chooses to update the NCP at the same time it updates the NEMs.

FAR PART 150 NOISE EXPOSURE MAP CHECKLIST PART II – Narrative Instructions

If the airport sponsor subsequently submits an NCP (i.e., NEM and NCP are not submitted at the same time), and the forecast year NEM already determined in compliance does not include NCP recommendations, the airport sponsor must submit a second forecast year NEM (for the same forecast year) with the NCP that includes the noise abatement/mitigation recommendations. (At the time of NCP submittal, ensure that the NEMs on file with the FAA still accurately depict existing conditions; otherwise, the sponsor should complete new NEMs in accordance with 150.21(d). The sponsor is not required to submit a revised forecast year NEM if it can demonstrate the forecast year NEM would not change by plus/minus 1.5 DNL and a new forecast year NEM is not required by 150.21(d).)

The airport sponsor should ask the FAA in writing to issue a formal NEM determination on the revised forecast year NEM at the time of NCP approval (§§ B150.3(b) and 150.35(f))⁴. This is described in more detail in the NCP Checklist Narrative.

If the FAA disapproves NCP measures and that disapproval affects the forecast year NEM noise contours (difference of +/- 1.5 DNL over noise sensitive land uses), the airport sponsor must submit a revised NEM (see §150.21(d) for specific requirements).

IV. Map Scale, Graphics, and Data Requirements

A. The noise exposure maps must be of sufficient scale to be clear and readable. Section A150.103(b)(1) requires a map of the airport and its environs at "an adequately detailed scale, presently not less than 1 inch to 2,000 feet. Section A150.101(e)(9) requires maps to be of a sufficient scale and quality to discern streets and other identifiable geographic features. The scale used should be indicated on the face of the maps. At airports where operations will not permit full depiction of flight tracks or other required NEM elements at this scale on a size paper that easily fits into the published document, the map may be sectioned so that reviewers can piece it together. Another option may be to submit a larger graphic in a pocket of the submitted document. A smaller scale version (with the scale shown), as a supplemental graphic, may be included that fits on a single page.

B. The graphics must be of a good enough quality to display the information required on the maps in a clear and readable manner. They must contain all of the graphic information required by the regulation. The NEMs should have *one* contour line for each 5 dB increment. A north arrow on the maps, although not specifically required in the Part 150 regulation, is part of good map drafting and a highly desirable feature.

C. Section A150.103 (b)(1) *requires* the NEMs to depict the airport and its environs. Specifically:

⁴ An FAA determination on a revised forecast year map at the time FAA approves the NCP will mean the revised NEM replaces the forecast NEM the FAA determined in compliance at the time it issued its NEM determination. This first NEM determination would have occurred before or at the same time FAA started its 180-day NCP review.

FAR PART 150 NOISE EXPOSURE MAP CHECKLIST
PART II – Narrative Instructions

1. The airport layout data listed below *must* be graphically depicted to scale on the existing condition and forecast year NEMs. The forecast year map might show the same airport layout as the existing condition map, or it may show a different airport layout based on reasonable future assumptions, including any planned airport development or land use or demographic changes (§ 150.21(a)(1)). Future assumptions must be adequately explained in the narrative accompanying the maps.

a. Airport boundaries, required by § A150.101 (e)(4).

b. Runway configurations including runway end numbers, required by § A150.101 (e)(1).

2. The required off-airport data are listed below. The forecast year map might show the same off airport data as the existing condition map, or it may be different based on reasonable future planning assumptions. Those assumptions must be explained in the narrative accompanying the maps (§ 150.21(a)(1)), and accepted by the FAA as following FAA forecasting practices.

a. Each land use base map must depict streets and other identifiable geographic features (§ A150.101(e)(9)).

b. A land use base map normally covers an area larger than the area within the DNL 65 dB (or locally significant) contour. At a minimum, land use base map data must be shown within the DNL 65 dB contour (§A150.101(a)). If the airport sponsor has selected a locally significant noise contour (one that is formally adopted by the local land use jurisdiction(s) and the airport sponsor) at noise levels less than DNL 65 dB, that area also must be shown on the land use base map.

c. Each map must clearly delineate the geographic boundaries and show the names of the jurisdictions that have authority to plan and control land uses within the depicted noise contours (§ A150.105(b)). If there is only one jurisdiction covering the entire area whose boundaries extend beyond the geographic area shown on the maps, the name of that jurisdiction should be on the maps. The accompanying narrative should explain that the jurisdiction depicted is the only one with land use planning and control authority within the boundaries of the map environs.

D. Continuous noise contours of at least DNL 65, 70, and 75 dB, based on current and forecast year airport data and aircraft operation data, must be graphically depicted on the existing condition and forecast year noise exposure maps, as required by §§ A150.101(a) and A150.101(e)(3). Additional noise contours may, at the discretion of the airport sponsor, be depicted for informational purposes. If a standard less than DNL 65 dB has been adopted by the local land use jurisdiction(s), those contours should be shown on the official NEMs. If there are several jurisdictions around the airport but only some of them have adopted a local standard, and the airport sponsor has not adopted a local standard, the sponsor may alternately provide grid point noise information for the jurisdictions that have

Page 2.1-6 of 11

FOR INTERNAL FAA USE ONLY TO ASSIST FAA STAFF REVIEW OF NEMs AND NCPS. NOT FOR DISTRIBUTION OUTSIDE OF THE FAA OR FOR PUBLIC USE. THIS PRODUCT IS A WORK TOOL FOR FAA STAFF TO ASSIST IN DETERMINING IF AN AIRPORT SPONSOR'S PART 150 SUBMITTAL HAS ADDRESSED APPLICABLE REGULATORY REQUIREMENTS.

FAR PART 150 NOISE EXPOSURE MAP CHECKLIST
PART II – Narrative Instructions

adopted the local standard. (However, the airport sponsor is not required to propose mitigation in the noise contour area adopted by the local land use jurisdiction(s).)

E. Flight tracks for the existing condition and forecast year timeframes must be graphically depicted, as required by § A150.101 (e)(2). Flight tracks may be depicted on supplemental maps instead of on the existing condition and forecast year NEMs in the interest of avoiding too much clutter. Supplemental maps must use the same year and land use base map (i.e., existing condition and/or forecast year, depending on the timeframe the depicted measure is predicted to take place), and be of the same scale. Flight tracks should be numbered on the graphic display to correspond to accompanying narrative descriptions.

F. If noise monitoring was used in the study, the locations of any aircraft noise monitoring sites must be graphically depicted, as required by § A150.101 (e)(7). (Note that noise monitoring is optional, not required by Part 150.) As with flight tracks, noise-monitoring sites may be depicted on a supplemental land use base map of the same scale, instead of the existing condition and forecast year NEMs, in the interest of avoiding too much clutter.

G. The final pieces of information that must be graphically depicted on the existing condition and forecast year NEMs are those relating to noncompatible land uses and include the following:

1. Noncompatible land uses within the noise contours, as required by § A150.101 (e)(5). Noncompatible land uses within the DNL 65 dB contour and greater are required to be depicted on the maps. An airport sponsor may include additional noise contours below DNL 65 dB on the maps (either for informational purposes or because local land use jurisdiction(s) have adopted a lower threshold). The operator should identify the noncompatible land uses below DNL 65 dB on the maps (§ A150.101 and table 1 of appendix A).

2. Noise sensitive public buildings, including schools, hospitals, health care facilities, and properties on or eligible for inclusion on the National Register of Historic Places must be graphically depicted within the adopted noise contours, as required by § A150.101 (e)(6) and §150.21. If there are no noise-sensitive sites impacted by the noise contour, that fact should be stated in the NEM documentation.

3. Noise sensitive public buildings and other noncompatible land uses (usually primarily residential) must be clearly marked on the maps in a manner that allows them to be readily identified (e.g., special symbols, colors, shading, cross hatching). There must be a legend on the face of each map that relates the selected markings to the specific noncompatible land uses that have been identified.

4. The airport sponsor does not have to identify compatible land uses on NEMs. Land uses which might normally be expected to be identified as noncompatible under Part

FAR PART 150 NOISE EXPOSURE MAP CHECKLIST PART II – Narrative Instructions

150, but are not so identified for various satisfactory reasons⁵ in an airport sponsor's submission, should be explained in the accompanying narrative as further described below in sections V.E.3. and 4.

V. Narrative Support of Map Data

A. The technical data on which the NEMs are based must be adequately described in the accompanying narrative. This includes existing and forecast year numbers of aircraft operations with day/night breakout, types of aircraft and fleet mix, frequency of aircraft operations, runway percentage use and flight track usage, land use and population data, explanation of any planned airport development and planned land use changes, a description of noise abatement strategies that may have been modeled for either or both maps, and how forecast operations will affect the compatibility of land uses depicted on the NEMs. The sources for reported data should be indicated.

Section 150.21(a)(1) requires the forecast year map to be based on reasonable assumptions and the sources for this data should also be indicated. The FAA must be satisfied with the adequacy of the underlying technical data for both maps and with the reasonableness of the planning assumptions for the forecast year map in order to find the maps in compliance with Part 150.

B. With respect to the calculation of noise contours:

1. The narrative must indicate the methodology used to develop the noise contours. The noise contours must have been developed using the FAA's approved methodology or an FAA approved equivalent (§§ A150.1 (b) and A150.103 (a)). Presently, the only model approved is the Integrated Noise Model (INM) for civilian airports, or Heliport Noise Model (HNM) for heliports. The study must begin by using the most current version of the noise model, and the NEMs must be developed using the same model and the same version of that model for the entire study process in order for the results to be comparable.

If the NCP is submitted after the FAA determines the NEMs in compliance, and the NCP includes the forecast year NEM modeled with NCP recommendations, it must be developed using the same model and version of the INM as the NEMs FAA determined in compliance, to be comparable.

The airport sponsor is required to update the NEMs and may be required to revise the NCP when there is a change in the noise environment of +/- 1.5 dB DNL over noise-sensitive land uses. When this occurs, use the most current version of the noise model at the time the update is started.

⁵ The airport sponsor may have already mitigated the land uses under a previously approved Part 150 study, for example. Another reason an airport sponsor may *optionally* identify land uses as compatible is if ambient noise measurements – i.e., measurements of all other noise sources except aircraft and airport source noise – indicate that the ambient noise from these other non-aircraft and non-airport sources is equal to or greater than the noise from aircraft and airport sources (A150.101 (e)(5)).

FAR PART 150 NOISE EXPOSURE MAP CHECKLIST

PART II – Narrative Instructions

If a noise model does not already have blanket approval by the FAA for use in Part 150 studies, it must receive specific approval by the FAA's Office of Environment and Energy (AEE), before it can be used for the study. (This pre-AEE approval also must be obtained for features in the newer versions of the INM that are to be used only under special circumstances.) The approval letter from AEE should be included in an airport sponsor's submission. If this has not been done, the FAA region must confirm the requisite approval was obtained from AEE before finding the submission in compliance with Part 150.

2. Section A150.103 (b)(6) requires the use of the government furnished data depicting aircraft noise characteristics (if not already a part of the computer program's stored data bank). Airport sponsors or their consultants are not allowed to alter the basic acoustic data in FAA approved noise models, often referred to as "calibration." The INM handbook provides information on what types of adjustments may be made to the model that do not need AEE approval. For example, it is permissible to substitute one aircraft type for another for which noise data is not readily available, using AEE's published list of acceptable aircraft substitutions. Any non-listed aircraft substitution must be determined to be technically acceptable by AEE. Prior to using unpublished aircraft substitution data, the airport sponsor or consultant should request AEE's letter of technical acceptability. (Some regions prefer this letter be requested through the FAA region or district office.) The letter must be included in the airport sponsor's submission. The FAA regional office should refer any questions or uncertainties regarding whether the noise model was correctly used to AEE for resolution or verification before finding the NEMs in compliance with Part 150.

3. Section A150.1 (b) states that noise monitoring may be utilized by airport sponsors for data acquisition and data refinement, but is not required by Part 150 for the development of noise exposure maps.

Note: Noise monitoring may not be used to "calibrate" the noise model. Typically, monitoring confirms the data was input into the model correctly. If the input is incorrect, there will be significant differences between monitored and modeled output. Monitoring data may not be used in place of the model. Monitoring data is localized, short-term information. Data in the noise model are developed after extensive field testing and provide averages for the aircraft type and profile. Modifications to the noise model to account for consistent local conditions must be pre-approved by AEE.

Whenever noise monitoring is used, it should be accomplished in accordance with § A150.5. The narrative is expected to indicate that Part 150 guidelines were followed and how the modeling information was used. Your region should coordinate with AEE as necessary to determine acceptability of the airport sponsor's use of noise monitoring.

4. If the NEMs include noise contours in addition to the DNL 65, 70, and 75 dB contours, as allowed under § A150.101(a), the narrative should fully explain the local reasons for including them.

FAR PART 150 NOISE EXPOSURE MAP CHECKLIST
PART II – Narrative Instructions

C. With respect to noncompatible land use information:

1. If not provided on an NEM, the narrative must give estimates of the number of people residing in noncompatible areas within the DNL 65, 70 and 75 dB contours for the current noise exposure map and for the forecast year map, in accordance with § A150.101(e)(8)⁶.

2. The narrative must indicate the basis on which the airport sponsor has determined NEM land use compatibility. If the airport sponsor has used table 1 in appendix A of Part 150, the narrative should so state. (It is desirable to include a copy of table 1 in the airport sponsor's submission to assist the non-FAA reader.) If the airport sponsor has made adjustments to the land use compatibility designations in table 1 based on the consideration of specific local conditions (including the identification of noncompatible land uses below DNL 65 dB), as allowed in §§ A150.101 and in table 1, the narrative must clearly indicate which adjustments were made and the local reasons for making them. The narrative should include the airport sponsor's complete substitution for Part 150's table 1. In accordance with §§ 150.11 and A150.101(c), if more than one current or future land use exists or is permissible in a particular area, the determination of compatibility (under either table 1 or other local land use guidelines) must be based on the use that the guidelines show to be most adversely affected by noise⁷.

3. Section A150.101 (e)(5) states that no land use has to be identified as noncompatible if the self-generated noise from that use and/or the ambient noise from other non-aircraft and non-airport uses is equal to or greater than the noise from aircraft and airport sources. Data on the level of self-generated or ambient noise⁸ must be included in the narrative for those NEM submissions that determine compatible/noncompatible land use identifications using §A150.101 (e)(5). While this will affect compatible land use determinations under Part 150, it may not be used to adjust the outlines of the noise contours resulting from aircraft operations.

4. If the noise exposure maps include land uses which are considered under table 1 of Part 150 (or the airport sponsor's substitution for table 1) to be normally noncompatible, but are *not* identified on the maps as noncompatible, the narrative is expected to satisfactorily explain why this is the case. The explanation should reference the specific geographic areas so that the FAA may be sure that the maps are correctly done. Satisfactory reasons would include higher levels of self-generated noise or ambient noise, or the past achievement of compatibility through sound attenuation or easement.

5. The narrative must describe the way, if any, that forecast operations at the airport, including forecast changes that are anticipated to result from planned airport

⁶ The same information must be included for additional noise contours adopted locally and included on the official NEMs.

⁷ If a locally adopted standard shows a land use that is adversely affected under the Federal guidelines is not adversely affected under a local standard, the FAA will use the more stringent standard in reviewing the NCP.

⁸ For purposes of application under Part 150, ambient or self-generated noise is all noise except from aircraft and airport sources.

FAR PART 150 NOISE EXPOSURE MAP CHECKLIST
PART II – Narrative Instructions

development, will affect the compatibility of land uses depicted on the forecast year map, in support of § 150.21(a)(2).

VI. Map Certifications

A. The airport sponsor is required by § 150.21(b) to certify that it has afforded interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft NEMs and descriptions of forecast aircraft operations.

B. The airport sponsor is further required by § 150.21(e) to certify that each map (or revised map) and description of consultation and opportunity for public comment are true and complete under penalty of 18 U.S.C. §1001.

(A and B) It is desirable to have the certifications on a page at the beginning of the airport sponsor's map documentation; however, no specific format is required by regulation as long as it is submitted in writing to the FAA with the study documentation.