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APPENDIX I – NOISE

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24 **I-1. OVERVIEW**

25 This appendix outlines eligibility and justification requirements for airport noise compatibility programs
26 (NCPs) and mitigation measures in an FAA environmental decision document for certain airport
27 development projects. For the purposes of this appendix, an FAA environmental decision document is
28 associated with an analysis under the National Environmental Protection Act (NEPA) and is either a
29 Finding of No Significant Impact/Record of Decision (FONSI/ROD) for an environmental assessment or a
30 ROD for an Environmental Impact Statement (EIS).

31 The information below details the general eligibility criteria for airport noise projects, focusing on
32 developing NCPs and implementing measures to avoid, minimize, or remediate aviation noise impacts
33 and noncompatible development. These measures aim to reduce sound at both the receptor (e.g.,
34 homes, public buildings) and the source (e.g., aircraft), with examples including land acquisition, sound
35 insulation programs, flight procedure changes, and preferential runway use.

36 **I-2. GENERAL ELIGIBILITY AND JUSTIFICATION**

37 See: 49 U.S.C. §§ [47101\(a\)\(3\)](#), [47107](#), [47502](#), [47503](#), [47504](#), [47505](#), and [42 U.S.C. § 4321 et seq.](#), as
38 amended by the Fiscal Responsibility Act of 2023 ([P.L. 118-5](#))

39 See also: [14 CFR Part 150](#) and [49 CFR Part 24](#)

40 For eligibility and justification requirements applicable to all projects funded under the Airport
41 Improvement Program (AIP), see [Chapter 2, Eligibility & Justification](#).

42 **I-2.1. ELIGIBILITY CRITERIA**

43 Eligibility for noise mitigation projects is established through at least one of the four pathways described
44 in [Table I-2.1.](#), Eligibility Pathways for Airport Noise Projects, while other considerations are outlined in
45 [Table I-2.2.](#), Other Considerations for Noise Projects.

46 **TABLE I-2.1. ELIGIBILITY PATHWAYS FOR AIRPORT NOISE PROJECTS**

Pathway	Description
Part 150 Noise Compatibility Program (NCP)	Airport NCPs must be prepared in accordance with 14 CFR Part 150 . This applies to initial plans and updates. It also applies to the development of stand-alone noise exposure maps (NEMs) and NCPs or a combined NEM/NCP that is submitted to the FAA. The FAA must approve the proposed project in the NCP in order for it to be eligible for AIP funding.
FAA-Issued RODs	Remedial noise mitigation and noise abatement measures must be identified as a commitment in an FAA environmental decision document for certain airport development projects.
Educational and Medical Buildings	Sound insulation treatment is for a facility within the noise impact area used primarily for medical or educational purposes when the FAA decides it is adversely affected by airport noise. An FAA-approved airport noise compatibility program or FAA environmental decision document is not required for these projects. More information on airport sponsors is here .

Pathway	Description
Re-Mitigation for Pre-1993 Structures <i>(Limited)</i>	Sound insulation replacement is only for residential structures treated prior to 1993.

47

48 **TABLE I-2.2. OTHER CONSIDERATIONS FOR NOISE PROJECTS**

Item	Description
Documented Noncompatible Land Use	Mitigation measures may occur when the land use is not compatible with aviation noise as defined in 14 CFR Part 150, Appendix A , and is in the day-night average sound level (DNL) 65 decibel (dB) or greater contours, unless a lower local standard applies.
Documentation is Current at Time of Each Funding Request	<p>All documents for the implementation of remedial noise mitigation and noise abatement measures must be current at the time of each grant request. This includes NEMs. In each year following the date of the FAA-accepted future NEM, sponsors must certify that the NEMs on file with the FAA accurately reflect current and projected operational conditions at the airport, sound insulation program implementation plans and acoustic test plans, and noise land inventory and reuse plans.</p> <p>All maps that are five or more years old require written validation, which means the sponsor needs to explain why the accepted NEMs reflect the current or projected operational conditions at the airport for the associated noncompatible land uses. The sponsor must also indicate that the data used as the basis of analysis continues to be consistent with the existing and forecast conditions as of the date of grant request. Validation of the underlying data, including the airport layout, runway use percentages, flight patterns / tracks, fleet / aircraft mix and operations, and noncompatible land uses must be provided to assist in demonstrating the noise contours.</p>
Noise Contour Threshold <i>(or the Use of a Lower Local Standard)</i>	<p>The primary measurement of noise impact is the exterior noise measurement of cumulative yearly DNL, normally depicted as noise contours on a map. A noise contour is a graphical representation showing the 24-hour average sound level in decibels around an airport, with an additional 10 decibels added for noise between midnight and 7 a.m. and 10 p.m. to midnight.</p> <ul style="list-style-type: none"> ▪ DNL 65 dB Noise Contour. The DNL 65 dB noise contour is a line on the NEM demarcating the points of equal value at DNL 65 dB, inside of which land uses are not considered to be compatible. ▪ Community Noise Exposure Level (CNEL). The FAA recognizes CNEL as an alternative noise metric for California. For purposes of this Handbook the metric DNL and CNEL can be used interchangeably for projects in California.

Item	Description
	<p>Lower Local Standard. The FAA can consider a lower level of noise than the DNL 65 dB noise contour only if both the jurisdictions with land use authority surrounding the airport and the sponsor have each formally adopted a lower local standard. The ARP Field Office can contact ARP Headquarters to assist in determining whether locally adopted noise contours can be considered a local standard in the 14 CFR Part 150 study.</p>
<p>Interior Noise Level Requirements</p>	<p>The FAA has set a 45 dB standard for interior noise to ensure indoor conversations and sleep are possible. This rule, established in 1981 and clarified in 1992, applies to buildings affected by aircraft noise. Structures with interior noise levels of 45 dB or higher, with windows and doors closed, are eligible for noise mitigation. For schools, this is measured based on the hours of the school day.</p> <p>The interior noise level is calculated only for habitable areas, such as living, sleeping, eating, or cooking spaces in residences, and classrooms, libraries, auditoriums, and educators’ offices in schools. Non-habitable spaces like bathrooms, closets, and unfinished basements, as well as gymnasiums, hallways, and cafeterias in schools, are excluded. Converted spaces that do not meet building codes are also excluded. The FAA does not accept interior noise standards lower than 45 dB, even if local standards are lower. The only exception is secondary sound insulation treatments when the FAA approves applying neighborhood equity.</p> <p>Any sound insulation treatment must reduce interior noise level by at least 5 dB and bring the average interior noise level below 45 dB.</p>
<p>Acoustic Testing for Sound Insulation Programs</p>	<p>For sound insulation projects, sponsors must develop and submit an acoustic test plan to the ARP Field Office. Acoustic testing is either conducted for each structure or a percentage of structures based on categorization. Sponsors must present information in the acoustic test plan on the number of structures to be tested based on the following protocols.</p> <p>The testing protocol for single family homes:</p> <ul style="list-style-type: none"> ▪ The sponsor will identify the percentage of single-family homes to be acoustically tested. For unique circumstances (one-of-a-kind properties), categorization is not possible so testing all unique structures is necessary. Sponsors should consult with the ARP Field Office if testing 100% of unique structures is not feasible. <p>The testing protocol for multifamily homes:</p> <ul style="list-style-type: none"> ▪ For multi-family properties / apartments / condominiums, once all floor plan types are identified, acoustic testing is conducted for 10% of each floor plan type with a minimum of two units per floor plan type. ▪ For small apartment buildings (6 units or less), the sponsor must test all units. Sponsors should consult with the ARP Field Office if testing all units is not feasible.

Item	Description
	<p>The testing protocol for educational facilities:</p> <ul style="list-style-type: none"> ▪ 100% testing for each room that is unique (libraries, fixed-seat auditoriums, and educator offices). ▪ 10% testing of classrooms of similar size and construction style, with a minimum sample of two classrooms. <p>The testing protocol for other public buildings:</p> <ul style="list-style-type: none"> ▪ 100% testing for each room that is unique and for identical rooms, a minimum of two.
<p>Block Rounding for Land Acquisition or Sound Insulation Programs</p>	<p>If the sponsor proposes to expand noise mitigation for residential properties just beyond the DNL 65 dB contour to include parcels contiguous to the project area, the ARP Field Office has the option to approve block rounding based on the following requirements:</p> <ul style="list-style-type: none"> ▪ The block rounding must be necessary to reach a reasonable end point for noise insulation projects. ▪ The sponsor must provide the ARP Field Office with the proposed end point information, including a complete list of the specific residences (by address) that are proposed for block rounding. ▪ The ARP Field Office must approve the inclusion of proposed block rounding residences in the noise mitigation program or environmental study. ▪ In determining the reasonable end point for noise insulation projects, the ARP Field Office must ensure that the end point is a logical geographical breakpoint or whether the end point extends unreasonably beyond a natural break. ▪ Once a residence is approved for block rounding, its interior noise levels must meet the requirements described in the interior noise level requirements section above in this table in order for that particular residence to be eligible. ▪ Residences that lie outside of an eligible lower local standard below DNL 65 dB, per the noise contour threshold section in this table, are not eligible for block rounding. ▪ Specific to sound insulation, the sponsor must provide acoustic testing documentation indicating interior noise level requirements are met for that residence to be eligible. In addition, the sponsor must notify property owners who can be offered sound insulation under this approach that the FAA reviews and concurs with the extended boundaries.
<p>Neighborhood Equity for Sound Insulation Programs</p>	<p>A sponsor may consider the use of neighborhood equity when residences in the eligible noise contour threshold, per the noise contour threshold section in this table, that do not meet the interior noise level requirements are scattered among residences that do meet the interior noise level criteria. If</p>

Item	Description
	<p>the sponsor proposes to use neighborhood equity provisions, the ARP Field Office has the option to approve this request.</p> <p>To be considered, the sponsor must provide a list of all residences (by address) to be included in the neighborhood equity package and supporting documentation that demonstrates the following:</p> <ul style="list-style-type: none"> ▪ The residence is in an eligible noise contour. ▪ The neighborhood equity approach is not more than 10% of the residences in the neighborhood, (as logically bounded by either streets or other geographic delineation) or does not exceed 20 residences in a phase of the airports sound insulation program, whichever is less. ▪ Separate neighborhood equity packages are limited to treatments such as caulking, weather stripping, installation of storm doors and windows, or ventilation packages. Primary sound insulation packages are not eligible. ▪ A detailed comparison of the cost of the neighborhood equity package with the cost of a primary sound insulation treatment package. <p>Important Note: The ARP Field Office is limited to approval of neighborhood equity packages for the 10% or the 20 residences in a phase. ARP Headquarters approval is required for neighborhood equity packages exceeding the 10% or more than 20 residences in a phase. Before the sponsor notifies property owners that they can be offered secondary sound insulation treatment under this approach, FAA approval is required.</p>

49

50 I-2.2. JUSTIFICATION REQUIREMENTS

51 [Table I-2.3.](#), Justification Requirements for Noise Projects, includes general justification requirements for
52 noise projects. The justification must align with the airport’s NCP or the mitigation commitment in the
53 FAA environmental decision document for certain airport development projects. Justification information
54 applicable to eligible noise projects is listed in [Table I-3.1.](#), Eligible Noise Planning Projects, [Table I-3.2.](#),
55 Eligible Noise Land and Easement Projects, and [Table I-3.3.](#), Eligible Noise Mitigation Projects.

56 **TABLE I-2.3. JUSTIFICATION REQUIREMENTS FOR NOISE PROJECTS**

Item	Description
Objectives	<ul style="list-style-type: none"> ▪ The project must achieve at least one of the congressionally directed priorities: <ul style="list-style-type: none"> ○ accommodate capacity; ○ achieve compliance with standards; or ○ address safety determinations; and ▪ There is an actual need for the project and a timeframe for the need; and

Item	Description
	<ul style="list-style-type: none"> ▪ Only the elements required to obtain the full benefit of the project are included in the scope.

57

58 I-2.2.1. SCOPE & ALLOWABLE COSTS

59 The scope of the noise project should contain only the elements required to obtain the full benefit of the
60 project. Allowable costs associated with noise projects are costs the FAA determines are necessarily
61 incurred in carrying out an eligible noise project that are reasonable in amount.

62 I-2.2.2. USEFUL LIFE

63 [Chapter 2](#) discusses minimum useful life requirements applicable to all AIP-funded projects. One
64 component of the minimum useful life requirement for equipment being reconstructed is that the
65 equipment must no longer be operational or maintainable, while rehabilitation must extend the useful
66 life. [Chapter 2, Section 2-3.2, Minimum Useful Life](#), provides details on what factors the ARP Field Office
67 must evaluate if the equipment has not achieved its minimum useful life.

68 Most noise projects for remedial mitigation are only eligible for the initial land acquisition or the initial
69 installation of sound insulation treatments, except as noted in [Table I-2.1.](#), Eligibility Pathways for Airport
70 Noise Projects and [Table I-3.3.](#), Eligible Noise Mitigation Projects. Once a property is acquired or later
71 disposed of when no longer needed for noise compatibility purposes, or once a structure has been
72 treated, the noise project has fulfilled its purpose.

73 For noise abatement measures, once all evaluations (e.g., operational feasibility, potential impact on
74 aviation safety and efficiency, environmental review, etc.) are completed and a noise abatement measure
75 will be implemented, the noise project has fulfilled its purpose.

76

77 I-3. ELIGIBLE NOISE PROJECTS

78 For scope of work requirements applicable to all AIP-funded projects, see [Chapter 2](#).

79 Relevant Advisory Circulars (ACs) and Orders include, but are not limited to, the current version of:

- 80 ▪ [FAA Order 5100.37, Land Acquisition and Relocation Assistance for Airport Projects](#);
- 81 ▪ [AC 150/5000-9, Guidelines for Sound Insulation of Structures Exposed to Aircraft Noise](#);
- 82 ▪ [AC 150/5020-1, Noise Control and Compatibility Planning for Airports](#);
- 83 ▪ [AC 150/5100-17, Land Acquisition and Relocation Assistance for Airport Improvement Program](#)
84 [Assisted Projects](#);
- 85 ▪ [FAA Policy Guidance Memorandum, Noise Land Management and Requirements for Disposal of](#)
86 [Noise Land or Development Land Funded with AIP](#); and
- 87 ▪ [FAA Final Policy on Part 150 Approval of Noise Mitigation Measures: Effect on the Use of Federal](#)
88 [Grants for Noise Mitigation Projects](#).

89 See the [AC checklist](#) for a list of the latest version of ACs applicable to AIP-funded projects.

90 **TABLE I-3.1. ELIGIBLE NOISE PLANNING PROJECTS**

Project Type	Additional Requirements or Considerations
<p>Noise Compatibility Program (NCP) Study</p> <p>Part 150</p> <p><i>Develop & Update</i></p>	<ul style="list-style-type: none"> ▪ Prior to undertaking an NCP, the sponsor must have an FAA-accepted NEM. The NCP can be developed in conjunction with an NEM, either as a new effort or as an update to a previous NEM. ▪ This voluntary project is undertaken by an eligible airport sponsor who identifies the need to address existing or anticipated new aviation noise exposure due to changes in airport operations or when preparing an airport master plan or as a proactive airport compatibility planning effort in response to citizen inquiries and community input. ▪ The project must be within the confines of the FAA-accepted NEMs including estimated aircraft operations during a forecast period that is at least 5 years in the future and showing how those operations will affect the map. ▪ The sponsor is addressing substantial changes in airport operations, or a study is required for other reasons. ▪ Both initial airport NCPs and any updates must be prepared in accordance with 14 CFR Part 150. Not all of the projects included in an approved 14 CFR Part 150 program are eligible for AIP funding. See Table I-3.4., Prohibited Noise Projects and Costs of Excluded Work, for a list of prohibited noise projects. ▪ The project must result in an FAA-acceptable or approved deliverable(s), as defined by applicable FAA Orders, ACs, and policy guidance.
<p>Stand-Alone Noise Exposure Map (NEM)</p> <p><i>Develop & Update</i></p>	<ul style="list-style-type: none"> ▪ The NEM update must comply with the requirements of 14 CFR Part 150. ▪ The project must result in an FAA-acceptable deliverable(s), as defined by 14 CFR Part 150 Appendix A. ▪ For an NEM update, the sponsor must evaluate the impact of the updated NEMs against the existing NCP. ▪ If, in the opinion of the FAA, the changes in the NCP impact are extensive, the FAA has the option to request an update to the NCP.
<p>Noise Monitoring Systems (Fixed or Portable)</p> <p><i>Install & Replace</i></p> <p>Unit of Measure: <i>Quantity</i></p>	<ul style="list-style-type: none"> ▪ Must be included as a noise mitigation measure in an NCP or as a mitigation measure in the FAA decision document for certain airport development projects. ▪ To purchase and install noise monitoring systems, the sponsor must demonstrate: <ul style="list-style-type: none"> ○ Data will be retained by the sponsor only, not the vendor; ○ The need for noise monitoring is based on noncompatible land use based on current NEMs or noise contours; and ○ Fixed monitors will be placed within the DNL 65 dB contour. ▪ Fixed systems are limited to circumstances in which sponsors demonstrate that portable monitors are not feasible. ▪ Portable systems are limited to outdoor monitoring systems. ▪ The useful life of fixed and portable monitoring systems is 10 years.

Project Type	Additional Requirements or Considerations
	<ul style="list-style-type: none"> Only the Federal share of the least costly system (fixed or portable) that satisfies the purposes used to justify the project is eligible.

91

92 **TABLE I-3.2. ELIGIBLE NOISE LAND AND EASEMENT PROJECTS**

Project Type	Additional Requirements or Considerations
Land <i>Acquire</i> Unit of Measure: <i>Number of Properties & Number of Residences Affected</i>	<ul style="list-style-type: none"> Must be included in an NCP or as a mitigation measure in the FAA environmental decision document for certain airport development projects. The sponsor identifies the number of properties and people benefiting from the project. The sponsor demonstrates that acquired land will be retained as a noise buffer, sold with deed restrictions to control future noncompatible development permitted near the airport, or redeveloped as a compatible land use. Vacant land that will be developed as a compatible use can also be acquired if it is identified for acquisition in an FAA-approved NCP. General information on land acquisition costs is in Chapter 2. Block rounding requires FAA approval (see Table I-2.2., Other Considerations for Noise Projects). The sponsor demonstrates that the properties are in the noise land inventory map and the noise land reuse plan.
Easements <i>Acquire</i> Unit of Measure: <i>Number of Properties & Number of Residences Affected</i>	<ul style="list-style-type: none"> Must be included in an NCP or as a mitigation measure in the FAA environmental decision document for certain airport development projects. The sponsor identifies the number of properties and people benefiting. The sponsor demonstrates that the acquired easement is proposed in exchange for sound insulation treatment of properties or when sound insulation is not feasible. An easement can also be proposed when property owners do not wish to move from an area where voluntary acquisition is being proposed or when the easement is conveyed as part of a purchase assurance, sales assurance, or transaction assistance program. General information on easement costs is in Chapter 2.

93

94 **TABLE I-3.3. ELIGIBLE NOISE MITIGATION PROJECTS**

Project Type	Additional Requirements or Considerations
Standard Sound Insulation Treatments for Residential Properties and Public Buildings	<ul style="list-style-type: none"> Project formulation costs are allowable once the project is approved by the ARP Field Office. Must be included as a noise mitigation measure in an NCP or as a mitigation measure in the FAA environmental decision document for certain airport development projects.

Project Type	Additional Requirements or Considerations
<p><i>Install</i></p> <p>Unit of Measure: <i>Number of Properties & Number of Residences Affected</i></p>	<ul style="list-style-type: none"> ▪ Standard sound insulation treatments typically include installing new windows and doors, along with applying caulking and weatherstripping and attic air sealing and insulation. In some cases, these treatments may include adding central air ventilation or air conditioning systems. ▪ Because public buildings, such as educational and medical facilities, religious institutions, and libraries, have more diverse construction styles compared to residential structures, some standard sound insulation methods may not be effective. Common areas of focus for preventing sound entry in public buildings include any openings, the composition of the roof, and ceiling construction. ▪ To install sound insulation treatments, the sponsor must demonstrate the following: <ul style="list-style-type: none"> ○ For residential properties only, the structure was built prior to October 1, 1998, or, if no published contours existed at that time, the structure was built prior to the date of the earliest accepted published noise contours; ○ For residential properties, the number of residential properties along with the address and number of people that will benefit for each residential property, and for public buildings, the address and number of people that will benefit for each public building; ○ New noncompatible land use(s) were created by subsequent airport development; and ○ The engineering plans and specifications for each structure conform to the local building code. ▪ After installing sound insulation treatment, the sponsor must conduct acoustic testing to determine if noise reduction goals are met and whether secondary treatment is recommended. The sponsor must have an FAA-approved acoustic test plan, conduct post acoustic testing, and provide the results and any recommendations for secondary treatment to the FAA for review. ▪ Not all structures must be tested; this depends on the structure type in the airport Sound Insulation Program (SIP) boundary and categorization. This should be identified in the acoustic test plan. ▪ Block rounding and neighborhood equity require FAA approval.
<p>Secondary Sound Insulation Treatments for Residential Properties and Public Buildings</p> <p><i>Install</i></p> <p>Unit of Measure: <i>Number of Properties &</i></p>	<ul style="list-style-type: none"> ▪ A secondary sound insulation treatment package may be necessary to achieve noise compatibility if the post acoustic testing of structures determines that noise reduction level goals are not being met or when applying a neighborhood equity approach, which requires FAA approval. ▪ In order to install a second sound insulation treatment, the sponsor must demonstrate the number of structures where the noise reduction level goal is not being met, the post acoustic testing results, and the secondary treatment recommendations. ▪ Secondary treatments involve installing storm doors and windows, caulking and weather stripping, and ventilation only.

Project Type	Additional Requirements or Considerations
<p><i>Number of Residence Affected</i></p>	<ul style="list-style-type: none"> ▪ Neighborhood equity is limited to not more than 10% of the residences in the neighborhood or does not exceed 20 residences in a phase of the sound insulation program, whichever is less.
<p>Replacement Sound Insulation for Residential Properties Treated Prior to 1993</p> <p><i>Install</i></p> <p>Unit of Measure: <i>Number of Properties & Number of Residence Affected</i></p>	<ul style="list-style-type: none"> ▪ The sponsor addresses all information required for standard residential sound insulation treatment packages along with written validation that: <ul style="list-style-type: none"> ○ The airport had an established residential sound insulation program that began prior to calendar year 1993; ○ Residential sound insulation treatments were installed prior to calendar year 1993; ○ The residence is in DNL 65 to 75 dB contours based on a current NEM and was previously in such noise contours when the initial sound insulation treatment was installed; and ○ Acoustic testing demonstrates that current interior noise levels of the residence exceed DNL 45 dB and the new insulation would have the ability to achieve a 5 dB noise reduction. ▪ Block rounding and neighborhood equity require FAA approval.
<p>Central Air Ventilation or Air Condition Package Only - Residences and Public Buildings</p> <p><i>Install</i></p> <p>Unit of Measure: <i>Number of Properties & Number of Residence Affected</i></p>	<ul style="list-style-type: none"> ▪ Must be included as a noise mitigation measure in an NCP or as a mitigation commitment in the FAA environmental decision document for certain airport development projects. ▪ In cases where residential properties or public buildings within the DNL 65 dB contour do not have a built-in ventilation system but rely on keeping windows or doors open for air circulation, the installation of a central air ventilation or air conditioning system is permitted. ▪ To install a ventilation system only, the sponsor must demonstrate: <ul style="list-style-type: none"> ○ Detailed information about the central air ventilation package, including its cost compared to a standard sound insulation package; ○ For residential properties, that the structure was built prior to October 1, 1998, or that no published noise contours existed at that time; ○ For each residential property and public building, the address and number of people benefiting; ○ New noncompatible land use(s) were created by subsequent airport development; ○ The engineering plans and specifications for each structure conform to the local building code; and ○ Homeowners were informed that installing a central air ventilation or air conditioning system is likely to increase the utility and maintenance expenses. ▪ The sponsor may recommend a central air conditioning system in lieu of central ventilation-only. This package is only available for homes that do not have a continuous positive ventilation system or central air conditioning. New systems are not eligible for any structures with an existing system, even if the system is inoperable, older or does not meet current building code standards

Project Type	Additional Requirements or Considerations
	<p>for air exchanges. The sponsor must provide the following additional information:</p> <ul style="list-style-type: none"> ○ Detailed information about the central air conditioning package, including its costs compared to a central air ventilation; and ○ Reason(s) and rationale for air conditioning.
<p>Noise Abatement (barriers) <i>Install</i> Unit of Measure: <i>Quantity</i></p>	<ul style="list-style-type: none"> ▪ Must be included as a noise mitigation measure in an NCP or as a mitigation commitment in the FAA environmental decision document for certain airport development projects. ▪ Noise barriers, such as earth berms, wall structures, hush houses, ground run-up enclosures, and other devices, are designed to protect areas that are noncompatible with aircraft noise. ▪ Noise barriers may be justified if the sponsor demonstrates the barrier will be located on the airport to shield aircraft operating areas with common use and is not exclusively for any specific aircraft operator; the design strategy shows barriers will reduce noise levels by at least 5 dB; and the barriers will not affect wing-tip clearances or obstruct the line of sight from the air traffic control tower.

95

96 [Table I-3.4.](#), Prohibited Noise Projects and Costs of Excluded Work, lists prohibited projects and costs or
 97 excluded work applicable to noise projects. These are prohibited costs specific to noise projects and are
 98 in addition to the prohibited costs applicable to all AIP projects outlined in [Chapter 2, Table 2-3.17,](#)
 99 [Examples of Prohibited Projects and Costs.](#)

100

101 **TABLE I-3.4. PROHIBITED NOISE PROJECTS AND COSTS OF EXCLUDED WORK**

Description
<p>Administrative Costs. Operational or administrative costs of a sponsor’s ongoing airport NCP are not eligible even if this was an approved measure in an airport NCP prepared pursuant to 14 CFR Part 150.</p>
<p>Compatible Land Use Plans. Compatible land use planning and projects by State and local governments ended on May 10, 2024 in accordance with 49 U.S.C. § 47141.</p>
<p>Remedial Mitigation Below DNL 65 dB Contour. Projects and costs for remedial mitigation below DNL 65 dB contour unless the FAA approved block rounding OR a lower local standard applies.</p>
<p>Cannot Be Implemented by an Eligible Sponsor. Projects and costs for remedial or noise abatement measures in an FAA-approved airport NCP that cannot be implemented by an eligible sponsor.</p>
<p>Demonstration Projects. Projects and costs for demonstration purposes are not eligible. This includes installation of unproven methods of noise attenuation reduction such as installing white noise generators in classrooms and implementing a program intended to test the effectiveness of new noise attenuation reduction technologies, even if this is a measure in an FAA approved airport NCP.</p>

Description

Fixed Noise Monitoring Equipment. Projects and costs for fixed noise monitoring equipment where NEMs (existing and forecast conditions) prepared pursuant to [14 CFR Part 150](#) show no noncompatible land use or if the sponsor is unable to clearly demonstrate that portable monitors would be inadequate.

Noise Monitoring Systems with Unnecessary Capability. Flight tracking capabilities beyond that needed for noise monitoring, such as the ability to track 100% of flights and / or real time display of flight tracks is not eligible.

Vendor-Owned Noise Monitoring Data. Projects and costs for noise monitoring systems where the data ownership remains with the vendor are not eligible. Data retention by the sponsor is required for noise monitoring systems.

Non-Aircraft Noise Mitigation. Projects and costs for mitigating other noise sources are not eligible. The mitigation measure must be based on aircraft noise associated with airport operations.

Installing Terminal-Based Air or Power Systems. Projects and costs for acquiring or installing terminal-based air or power systems are not eligible noise projects.

Block Rounding for Public Buildings. Applying a block-rounding approach to anything other than a residence is not eligible.

Applying Block Rounding Where a Lower Local Standard Applies. When a lower local standard has been adopted by the land use authority and sponsor to include residences that lie in the DNL 60 dB contour, residences that lie outside the DNL 60 dB are not eligible for block rounding. This is because by accepting a lower local standard, the FAA is already accepting an exterior noise level below the noise level FAA normally requires and accepts per [Table 1, of Appendix A in 14 CFR Part 150](#).

Remedial Noise Mitigation for Noncompatible Land Uses Constructed After October 1, 1998. Projects and costs for remedial noise mitigation are not eligible for structures, including partial renovations and additions, constructed after October 1, 1998, and the NEMs or noise contours were published and publicly available.

Projects and Costs for Noise Buffer Land That is Not Airport Owned. Noise buffer land must be owned by the airport to be eligible.

Sound Insulation Treatments of Non-Habitable Rooms. Costs for sound insulation treatments for non-habitable rooms are not eligible. For residential structures, this includes bathrooms, closets, halls, vestibules, foyers, stairways, unfinished basements, storage, utility spaces, and spaces not allowed under local building codes such as a garage or basement converted to a bedroom. For public buildings, this includes gymnasiums, cafeterias, and hallways. These areas are not considered to be adversely affected by a given level of noise.

Repairing and Replacing Existing Central Air Ventilation. Projects and costs to repair and replace **existing** central air ventilation or air conditioning systems in residences or public buildings even if the system is inoperable, older, or does not meet the current building code standards for air exchanges. Costs to replace window units (air conditioners) with a new ventilation or air conditioning system in residences or public buildings when the existing interior noise level is below 45 dB are also not eligible.

Description

New Central Air or Ventilation Systems for Structures with an Existing System. New systems, even if the system is inoperable, older or does not meet current building code standards for air exchange are not eligible.

Mobile Homes and Educational Facilities. Projects and costs for sound insulation treatment of mobile homes or mobile educational facilities are not eligible because their design and construction cannot achieve the required noise reduction level.

Commercially Zoned Structures. Projects and costs for sound insulation treatment of a commercially zoned structure (e.g., facilities located in leased storefront property).

Interior Noise Less Than 45 dB. Projects and costs for sound insulation treatments for residences or public buildings with interior noise levels less than 45 dB are not eligible. Structures that are within the DNL 65 -75 dB contour, but acoustic testing results indicate the interior noise level is less than 45 dB are not eligible. The only exception is secondary sound insulation treatments when the FAA approves applying neighborhood equity.

Sound Insulation Treatment Inside DNL 75 dB or Greater. Projects and costs for sound insulation treatments for residences or public buildings in the DNL 75 dB contour or greater are not eligible since these uses are not compatible with aviation noise ([see Table 1 of Appendix A in 14 CFR Part 150](#)) and because it is not likely that these treatments will achieve the required noise reduction levels. If sponsors are considering sound insulation treatment for structures in the DNL 75 dB contour or greater, the sponsor needs to submit a written request to the FAA ARP Field Office that provides the rational and support documentation. The ARP Field Office will need to provide the documentation to APP-400 for approval.

Repair and Replace Previously Installed Sound Insulation. Costs to replace previously installed sound insulation treatments (e.g., windows, doors, equipment, or any items installed for noise reduction) are not eligible. The limitation in [49 U.S.C. § 47110](#) prohibits the use of AIP funds for airport development or airport planning projects for which other Federal assistance has been granted, and applies to remedial noise mitigation projects, such as sound insulation and land acquisition. Refer to [Table I-3.3](#), Eligible Noise Mitigation Projects, for residential structures that received treatments prior to 1993 for when FAA can make an exception to this prohibited cost.

Additional Structure Improvement Costs. Costs for improvements to structures (residential or public buildings), not germane to the sound insulation treatment such as comfort or attractiveness, are not eligible, unless specifically associated with a historic property Memorandum of Agreement due to the historic nature of the structure.

Inadequate Maintenance. Costs for improvements to address inadequate maintenance of structures, residences, or public buildings.

Other Materials Not Listed for Standard or Secondary Sound Insulation Treatment. Costs for treatment not listed in [Table I-3.3](#), Eligible Noise Mitigation Projects, are not allowable unless the sponsor submits a request with the rationale and reason(s) for FAA approval.

Costs for Building Code Corrections. If it is determined during the site survey or sound insulation treatment design effort that a residence or public building needs improvements to conform to local

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building codes, only the costs specific to installing the sound insulation treatments are eligible and this should be coordinated in advance with the FAA.

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I-4. RELATED PROJECTS

103

104 The projects in this section are not eligible for noise project purposes; however, references to related
105 projects that may be eligible are provided as applicable.

106 **TABLE I-4.1. RELATED PROJECTS**

Project Type	When Scope of Work Includes	See Appendix
Land Acquisition	Real property or easements needed for non-noise purposes	C, Airfield Infrastructure
Sound Insulation	Repair and replace	J, Pilot Programs
Study or Plan	Environmental Impact Statement (EIS)	K, Planning

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