

## **Part 150: Records of Approval**

### **Indianapolis International Airport, Indiana**

**Approved on 10/9/98 (Revision 2)**

The Noise Compatibility Program (NCP) for Indianapolis International Airport (IND), located in Indianapolis, Indiana, describes the current and future non-compatible land uses based upon the parameters as established in FAR Part 150, Airport Noise Compatibility Planning.

The Indianapolis Airport Authority (IAA) previously submitted an NCP in 1987 consisting of 31 measures. Of these 31 measures, all were approved by FAA on September 8, 1988, except for part of one measure dealing with the guaranteed purchase of homes outside the 65 DNL noise contour. In 1992, the IAA submitted an update of its 1987 NCP, which consisted of 39 measures. Of the 39 measures, FAA approved 37 measures on April 27, 1993, except for two land use acquisition measures that were withdrawn for Part 150 purposes. IAA chose to pursue these measures through funding available outside the Part 150 program.

The 1997 NCP consists of 45 measures that continue or expand the approved 1992 NCP. Four originally approved measures are recommended for replacement by new measures and two are recommended for revocation.

The IAA's recommended measures are summarized, as closely as possible, in this Record of Approval (ROA). Detailed discussions of these measures can be found in Chapter 3 (Recommended Noise Compatibility Program Measures) and Appendix B (Noise Abatement and Land Use Alternatives). Measures in this ROA are numbered sequentially under headings corresponding to the category of recommendation (Noise Abatement [NA], Land Use [LU] or Program Management [PM]). In addition to summarizing the recommended measures, the ROA provides a cross-reference to pages in the NCP.

The approvals listed herein include approvals of actions that IAA recommends. Approvals indicate only that the action would be consistent with the purposes of Part 150. Implementation of approved program measures may require further environmental or other action before they can be implemented.

Action has been deferred on Measures NA-17, and NA-18, because further consultation is ongoing between Flight Standards and Air Traffic to finalize steps to resolve Flight Standards' concerns with procedures that require aircrews to use middle markers and/or other navigation aids to initiate turns within two nautical miles from the departure end of the runway. A memorandum from Flight Standards is attached to the transmittal memo for this ROA. Regional Flight Standards and Air Traffic services have agreed that existing measures NA-10 and NA-13 are authorized to continue under existing procedures. They have further agreed that NA-10, 17, and 18 will be enhanced by inclusion in the standard instrument departure (SID) or equivalent departure procedure, which will preclude any turns and/or references to navigational aids prior to reaching 400 feet AGL.

The statements contained within the summarized recommendations, and before the indicated FAA approval, disapproval, or other determination, do not represent the opinions or decision of the FAA.

As part of its Master Plan development for Indianapolis International Airport, some measures have been implemented (NA-1, NA-2, NA-4, NA-7, NA-8, NA- 10, NA-14, and LU-2, LU-3, LU-4, LU-5, LU-6, LU-7, LU-8, LU-9, LU-10, LU-12, LU-14, LU-15), while others proposed for implementation reduce aircraft-related noise impacts on nearby communities. The FAA is evaluating the environmental effects of these measures in a Supplemental Environmental Impact Statement for the Indianapolis International Airport Part 150-measure implementation.

Please note that the runways are now designated 5L/23R, 5R/23L, and 14/32 because of changes in the magnetic declination. Previously, they were designated as 4L/22R, 4R/22L, and 13/31, respectively in the 1987 NCP.

## **NOISE ABATEMENT PLAN MEASURES**

FAA approved the 1987 NCP on September 8, 1988. The FAA approved an update to the NCP on April 27, 1993. Both approved programs consisted of both short-term and long-term measures. Short-term measures could feasibly be in place within two years of the plan's adoption and applied to the airport before opening of a new parallel runway, runway 5R/23L. The long-term measures continued all elements of the short-term program, with revisions to the runway use program for late-night hours. This 1997 update of the NCP does not separate measures into the short- and long-term, but rather anticipates the initiation of all measures soon after their approval for part 150 purposes and the assessment of their environmental impacts.

**NA-1 [1992 Measure NA-1, continued without modification]. Preferential Use of Runways 23L/R With Both Runways Used for Turbojet Departures on a 24-hour basis, and for turbojet arrivals between 6 a.m. and 10 p.m. (1987 NCP pages 8-3, 8-7, 8-8, 8-9, 8-32, and 8-37. 1992 NCP page 8-8; NCP Chapter Six; pages 10-7 and 10-13; Table 10A, page 10-12; and Table 10B, page 10-13. Also, 1997 NCP page 1-7, 3-1, 3-20 and Table 3-1).** Originally part of Measure 10 in the 1987 NCP, the Indianapolis Airport Authority (IAA) proposed establishing preferential use of Runway 23R and 23L employing the criteria for runway use programs provided for in FAA Order 8400.9. This measure was implemented when the new parallel Runway 5R/23L was completed in 1990. In the 1992 NCP, the IAA proposed continuation of the measure and its use with existing runways and its application to new runway 5L/23R when completed. That runway has been constructed and the measure was implemented. The IAA proposes to retain this measure as a permanent runway use program. This measure is supplemented for turbojet arrivals by the nighttime preferential runway use program, with reverse flow of traffic southwest of the airport, in Measure NA-2.

**Approved as voluntary.** This measure would keep traffic away from significantly built-up non-compatible areas.

**NA-2 [1992 Measure NA-02, continued without modification]. Preferential Use of Runways 5R/L For Jet Arrivals During Nighttime Hours (1987 NCP pages 8-3, 8-7, 8-8, 8-9, 8-32 and 8-37. 1992 NCP pages 8-8, NCP Chapter Six, pages 10-7 and 10-13, Table 10A, page 10-12, and Table 10B, pages 10-13. Also, 1997 NCP page 1-7, 3-1, 3-21 and Table 3-1).** Originally part of Measure 1 in the 1987 NCP, the Indianapolis Airport Authority (IAA) proposed that Runway 5L should be designated as preferred for nighttime arrivals, between 10:00 p.m. to 6:00 a.m. Likewise, part of Measure 10 in the 1987 NCP included an IAA proposal that the nighttime arrival preference be expanded to include Runway 5R after the new parallel Runway 5R/23L was completed.

Since approval of the 1987 and 1992 NCP, Runway 5R/23L has been built and the new Runway 5L/23R has been constructed. The IAA proposes retaining this measure for using Runways 5R/5L for nighttime arrivals between 10 p.m. and 6 a.m. as part of its permanent runway use program.

This preferential arrival procedure has been established using the criteria for runway use programs provided for in FAA Order 8400.9. It is being implemented by the FAA Air Traffic Control Tower, subject to the authority of the pilot in command to request an amended arrival clearance pursuant to FAR 91.129(g) [formerly 91.75].

**Approved as voluntary.** This measure would keep traffic away from significantly built-up noncompatible areas.

**NA-3 (Part of 1987 Measure 10, Continued with Revisions; Jets to Use Runway 32 as Supplemental Preferred Runway For Periods When Runways 5L/23R Cannot Be Used Due To Weather, Wind or Closure (1987 NCP pages 8-3, 8-7, 8-8, 8-9, 8-32, and 8-37. 1992 NCP page 8-8, NCP Chapter Six, pages 10-7 and 10-13, Table 10A, page 10-12, and Table 10B, page 10-13, continued with modification. Also, 1997 NCP pages 1-7, 3-1, 3-22 and Table 3-1).** The Indianapolis Airport Authority (IAA) proposed to retain this measure as part of its permanent runway use program during the hours between 6 a.m. and 10 p.m. when Runway 23R/L cannot be used for departure because of wind weather or closure. In the 1987 and 1992 NCPs, the measure called for application 24-hours daily when either Runways 5/23 R/L could not be used due to wind weather or closure. The FAA Air Traffic Control Tower is implementing this measure, subject to the authority of the pilot in command to request an amended departure clearance pursuant to FAR 91.129(g) [formerly 91.75].

**Approved as voluntary.** This measure provides for optional runway availability away from the more built-up noncompatible areas when the preferred runways are not available.

**NA-4 (See Individual Sub-Measures Below) Continue Turbojet Departure Procedures For Runways 5L, 14, and 32. Implement Turbojet Departure Procedure for Runway 5R between 6 a.m. and 10 p.m.** This measure consolidates into one measure three 1992 NCP measures and one new procedure, all of which require turbojet aircraft to fly runway heading from specific runways until passing through 2,500 feet MSL before turning on course. The FAA Air Traffic Control Tower would be responsible for implementation of these procedures. A Standard Instrument Departure (SID)[or equivalent departure procedure] with noise abatement advisory information is recommended as the principal implementation tool to communicate the program measures to pilots of jet aircraft using IND. This would be prepared by FAA ATCT and should include the provisions of NA-4, NA-5, NA-10, NA-11, NA-15, NA-17, and NA-18. These procedures are subject to the authority of the pilot in command to request an amended departure clearance pursuant to FAR 91.129(g) [formerly 91.75].

**NA-4a (1992 Measure 4 (4a in ROA), Continued Without Revisions. Establish Runway 5L Departure Procedures. (1992 NCP Chapter 6, pages 8-8, 10-7 and 10-13, Table 10A, page 10-12, and Table 10B, page 10-13. Also, 1997 NCP pages 1-8, 3-1, 3-23 and Table 3-1).** The Indianapolis Airport Authority (IAA) proposes to maintain the existing departure procedure for Runway 5L. This procedure provides that turbojet departures from Runway 5L maintain runway heading until reaching 2,500-foot MSL, then turn to a vectored enroute heading. This procedure is necessary to minimize overflight of residential areas, thus reducing noise exposure over noise sensitive land uses.

**Approved as voluntary.** Previously approved as Measure 4a in the 1992 NCP. The IAA desires to continue this measure.

**NA-4b [1987 Measure 3, Continued Without Revisions] Maintain Runway 13 [RWY 14] Departure Procedures. (1987 NCP pages 8-3, 8-5, 8-9, 8-30 and 8-36. 1992 NCP Chapter 6, pages 8-8, 10-7 and 10-13, Table 10A, page 10-12, and Table 10B, page 10-13. Also, 1997 NCP pages 1-8, 3-1 3-23 and Table 3-1).** The Indianapolis Airport Authority (IAA) proposes to maintain the existing departure procedure for Runway 14. It provides that turbojet aircraft should

maintain runway heading when departing Runway 14, then climb on runway heading until reaching 2500-foot MSL before turning to a vectored enroute heading. This procedure is necessary to minimize overflight of residential areas, thus reducing noise exposure over noise-sensitive land uses.

**Approved as voluntary.** Previously approved as Measure 3 in the 1987 NCP and Measure 4b in 1992 NCP. All provisions stated in the 1987 measure are included in NA-4b.

**NA-4c [1987 Measure 4, Continued Without Revisions]. Maintain Runway 31 [now RWY 32] Departure Procedures. (NCP pages 8-3, 8-6, 8-9, 8-30, and 8-36. Also, 1992 NCP Chapter 6, pages 8-8, 10-7, and 10-13, Table 10A, page 10-12, and Table 10B, page 10-13. Also, 1997 NCP pages 1-8, 3-1, 3-23 and Table 3-1).** The Indianapolis Airport Authority (IAA) proposes to keep a measure that encourages turbojet aircraft to maintain runway heading until reaching 2500-foot MSL, when departing runway 32. This procedure is necessary to minimize overflight of residential areas, thus reducing noise exposure over noise-sensitive land uses.

**Approved as voluntary.** Previously approved as Measure 4 in the 1987 NCP and Measure 4c in 1992 NCP. The IAA desires to continue this measure.

**NA-4d (New measure). Establish Runway 5R Departure Procedures from 6 a.m. to 10 p.m. (1997 NCP, pages 1-8, 3-1, 3-23 and Table 3-1).** The Indianapolis Airport Authority (IAA) proposes to expand the time period to the daytime hours for application of the existing departure procedure for Runway 5R. This procedure provides that turbojet departures from Runway 5R maintain runway heading until reaching 2,500-foot MSL, then turn to a vectored enroute heading. This procedure is necessary to minimize overflight of residential areas, thus reducing noise exposure over noise sensitive land uses.

**Approved as voluntary.** The IAA desires to continue this measure to provide for daytime noise abatement from Runway 5R. Nighttime departure procedures are addressed under Measure NA-10.

**NA-5 [Part of 1992 Measure NA-05, With Revision]. Runway 23L/R Daytime Departure Procedures. (1987 NCP pages 8-3, 8-7, 8-9, 8-32, and 8-37. 1992 NCP Chapter 6, pages 8-8, 10-7, and 10-13 Table 10A, page 10-12 and Table 10B, page 10-13. Also, 1997 NCP, pages 1-8, 3-1, 3-24 and Table 3-1).** In the 1987 NCP, the Indianapolis Airport Authority (IAA) proposed that all jet aircraft departing Runway 23R or Runway 23L at night maintain runway heading until reaching an altitude of 2500-foot MSL. This measure in 1987 assumed the completion of the new parallel Runway 5R/23L in 1990, which has been completed. In the 1992 NCP, the IAA proposed the retention of the measure and its application to daytime hours and to both Runways 23R/L. The IAA now proposes retaining this measure but revises it by applying it to the hours between 7 a.m. and 7 p.m. The FAA Air Traffic Control Tower would be responsible for implementation of this procedure. A Standard Instrument Departure (SID) [or equivalent departure procedure] with noise abatement advisory information is recommended as the principal implementation tool to communicate the program measures to pilots of jet aircraft using IND. This would be prepared by FAA ATCT and should include the provisions of NA-4, NA-5, NA-10, NA-11, NA-15, NA-17, and NA-18. This procedure is subject to the authority of the pilot in command to request an amended departure clearance pursuant to FAR 91.129(g) [formerly 91.75]. This would avoid the direct overflight of Plainfield and several subdivisions located lateral to the extended runway centerline, thus reducing noise exposure over noise sensitive land uses.

**Approved as voluntary.** Previously approved as part of Measure 9a in the 1987 NCP and Measure NA-5 in the 1992 NCP, but now revised to indicate that it applies only to the daytime hours between 7 a.m. and 7 p.m. See Measures NA-17, NA-18 and NA-19 in the 1997 NCP for procedures that now apply to hours between 7 p.m. and 7 a.m.

**NA-6 [Part of 1992 Measure NA-6, Continued with Revisions]. Retain Engine Runup Location Policy. (1987 NEM page 1-13 and 1987 NCP page 8-6. 1992 NCP Chapter 6, pages 8-8, 10-7, and 10-13, Table 10A, page 10-12; and Table 10B, page 10-13. Also, 1997 NCP, pages 1-8, 3-1, 3-25, and Table 3-1).** The Indianapolis Airport Authority (IAA) will continue an existing jet run-up policy requiring that all jet run-ups occur at the approach end of Runways 5R and at the southwest end of Taxiway H (formerly the approach end of Runway 5L). At these locations, all Stage 2 jets must be oriented northeasterly, parallel to the runway. Orientation of Stage 3 jet aircraft is addressed in Measure NA-12 to address an aircraft operator's concern regarding Stage 3 runups under certain wind conditions.

**Approved as voluntary.** This measure is identical to that approved in 1992, except that the approach end of Runway 5L has now become the southwest end of Taxiway H. Run-up restrictions for Stage 3 aircraft are covered under Measure NA-12.

**NA-7 [1992 Measure NA-07, continued without Revisions]. Prohibition of Intersection Departures From Runway 32. (1987 NEM page 1-13 and 1987 NCP page 8-6. 1992 NCP Chapter 6; pages 8-8, 10-7 and 10-13, Table 10A, page 10-12, and Table 10B, page 10-13. Also, 1997 NCP, pages 1-8, 3-2, 3-26 and Table 3-1).** The Indianapolis Airport Authority (IAA) would retain the prohibition of intersection departures from Runway 32 by turbojet and turboprop aircraft in excess of 12,500 pounds.

**Approved.** Previously approved as part of Measure 7 in the 1987 NCP and as Measure NA-07 in the 1992 NCP. The IAA desires to continue this measure.

**NA-8 [1992 Measure NA-08, Continued Without Revisions]. Retain Designated Helicopter Routings. (1987 NEM page 1-13 and 1987 NCP page 8-6. 1992 NCP Chapter 6, pages 8-8, 10-7, and 10-13, Table 10A, page 10-12, and Table 10B, page 10-13. Also, 1997 NCP, pages 1-8, 3-2, 3-27 and Table 3-1).** Indianapolis Airport Authority (IAA) will retain continued use of designated helicopter operating routes and procedure for overflight of compatible uses.

**Approved.** Previously approved as part of Measure 7 in the 1987 NCP and Measure NA-08 of 1992 NCP. The IAA desires to continue this measure.

**NA-9 [1992 Measure NA-09, Continued Without Revisions]. Hush House/Noise Suppression Policy. (1987 NCP pages 8-6, 8-9, 8-30, and 8-36. 1992 NCP pages 6-12, 8-8, 10-7, and 10-13, and Table 10A, page 10-12 and Table 10B, page 10-13. Also, 1997 NCP pages 1-8, 3-2, 3-28 and Table 3-1.)** The Indianapolis Airport Authority (IAA) will retain its policy requiring that all routine maintenance run-up activity between 10:00 p.m. and 7:00 a.m. be conducted in a hush house or using noise suppressers. This will reduce aircraft engine noise, if such activity is conducted at night. The 1987 NCP also stated that should the airport become the home of a major aircraft maintenance facility, IAA plans to require the inclusion of a facility for the suppression of aircraft engine noise during maintenance runups, if such activity is to be conducted at night. IAA also planned to incorporate this policy into use agreements for maintenance base facilities. The 1992 NCP continued the 1987 measure without revision. A maintenance facility was constructed in 1993, but the run-up policy outlined by this measure is not yet fulfilled. The 1997 NCP continues the policy, and indicates IAA's intention to construct a run-up noise enclosure at an appropriate location on the airfield.

**Approved.** Previously approved as Measure 6 in the 1987 NCP and as NA-09 in the 1992 NCP. The IAA desires to continue this measure. Since 1992, a major airline has selected Indianapolis International Airport as a site for one of its aircraft maintenance facilities. IAA has stated that exclusive use of the hush house it will construct will not occur. To ensure the hush house is available to airport users desiring to use it, IAA has developed a schedule for hush house construction and will schedule its usage among all requiring its availability.

**NA-10 [1992 Measures NA-10, Continued Without Modification]. Continue Use of 070 Degree Heading for Departures from Runway 5R During the Period Between 10 p.m. and 6 a.m. Maintain Heading Until Reaching 2,500' MSL. (1987 NCP pages 8-3, 8-7, 8-9, 8-32, and 8-37. 1992 NCP Chapter 6; pages 8-8, 10-7, and 10-13; and Table 10A, page 10-12 and Table 10B, page 10-13. Also, 1997 NCP pages 1-8, 3-2, 3-29 and Table 3-1).** This measure assumed the completion of the new parallel Runway 5R/23L, which has been accomplished. The Indianapolis Airport Authority (IAA) in part of 1987 Measure 8 and in Measure NA-10 recommended that turbojet aircraft departing Runway 5R turn to a 070-degree heading upon overflying the Runway 23L middle marker [or equivalent DME mileage designation] and climb on that heading until reaching an altitude of 2500-foot MSL.

IAA is recommending retaining use of this nighttime departure turn when Runways 5R is in use. The 070-degree turn redirects departure noise above 65 DNL from residential areas to industrial and commercial areas east of the airport.

The FAA Air Traffic Control Tower has implemented this procedure. However, since a Standard Instrument Departure (SID) procedure [or equivalent departure procedure] with noise abatement advisory information is being prepared for other measures, this procedure is recommended to be included with that SID. The SID is the principal implementation tool to communicate the program measures to pilots of jet aircraft using IND. This would be prepared by FAA ATCT and should include the provisions of NA-4, NA-5, NA-10, NA-11, NA-15, NA-17, and NA-18. This procedure is subject to the authority of the pilot in command to request an amended departure clearance pursuant to FAR 91.129(g) [formerly 91.75].

**NA-11 [1992 Measures NA-11, Continued with Modification]. Noise Abatement Departure Profiles. (1987 NCP pages 8-3, 8-4, 8-5, 8-9, 8-29, 8-30, and 8-36. 1992 NCP pages 8-8 through 8-9. Table 8B, page 8-12, Table 8C, page 8-12, Exhibits 8G and 8H follows page 8-12, pages 10-7 and 10-13, Table 10A, page 10-12 and Table 10B, page 10-13. Also, 1997 NCP pages 1-8, 3-2, 3-30 and Table 3-1).** In Measure 2 of the 1987 NCP, The Indianapolis Airport Authority (IAA) requested airlines to implement aggressive noise abatement departure procedures. The air carriers rejected this recommendation during implementation negotiations as being non-standard. Subsequently, IAA worked with the late-night cargo operators to develop noise abatement departure procedures for their operation. These were independently implemented by each carrier. Passenger air carriers continued to operate their aircraft using standard departure procedures contained in FAA Advisory Circular 91-53. IAA replaced the noise abatement departure procedure recommendations of the 1987 Part 150 program, Measure 2 with Measure NA-11 in the 1992 NCP.

IAA adopted the "close-in" noise abatement option of AC 91-53A as preferred for use from Runways 5R/L, 14, and 32 by those operators of large jets (in excess of 75,000 pounds gross takeoff weight) which have not developed alternative measures. IAA adopted a similar provision stating its preference for the "standard" departure procedure for departures from Runways 23R/L by those operators of large jets that have not developed alternative measures.

IAA also encouraged the use of the NBAA's "close in" departure procedures, or comparable measures, by business jet aircraft originally designed for general aviation use when departing from all runways.

Evaluations for the 1997 NCP have indicated that the continued use of "standard" departure procedures from Runways 23R/L will result in the dispersion of noise above 65 DNL onto more populated areas to the southwest of the Airport than will the close-in procedure, as used from each other runway. Therefore, the IAA will revoke that portion of Measure NA-11 which provides for a "standard" procedure from Runways 23R/L and replace it with a new measure which addresses departures from those runways (see Measure NA-15). Above 3,000 feet AGL, pilots are requested to maintain best rate of climb to intermediate altitudes as directed by Air Traffic

Control. The FAA Air Traffic Control Tower would be responsible for implementation of this procedure. A Standard Instrument Departure (SID) [or equivalent departure procedure] with noise abatement advisory information is recommended as the principal implementation tool to communicate the program measures to pilots of jet aircraft using IND. This would be prepared by FAA ATCT and should include the provisions of NA-4, NA-5, NA-10, NA-11, NA-15, NA-17, and NA-18. This procedure is subject to the authority of the pilot in command to request an amended departure clearance pursuant to FAR 91.129(g) [formerly 91.75].

**Approved as voluntary.** Previously approved as part of Measure NA-11 in the 1992 NCP. The IAA desires to continue this measure from Runways 5R/L, 14 and 32, with modifications.

**NA-12 [1992 Measure NA-12, Revised to Reflect Change of Location Name]. Stage 3 Designated Run-up Orientation. (1987 NCP pages 8-3, 8-6, 8-9, 8-30, and 8-36. 1992 NCP page 8-9, Table 8B, page 8-12, Table 8C, page 8-12, Exhibits 8G and 8H following page 8-12; pages 10-3 and 10-8, Table 10A, page 10-12, and Table 10B page 10-13. Also, 1997 NCP pages 1-8, 3-2, 3-31 and Table 3-1).** Under the 1992 NCP, Indianapolis Airport Authority (IAA) amended its then existing airport run-up policy (1987 Measure 5) to allow Stage 3 aircraft to be oriented into the wind at the designated run-up locations when winds exceed 15 knots. This measure permitted high bypass ratio engines to run-up without strain in those weather conditions without degrading the ongoing noise control program for engine runups. Areas that were expected to benefit from this measure lie within the 65 DNL contour and beyond.

In 1996, new Runway 5L/23R opened at the airport, replacing old Runway 5L/23R. Run-ups had been preferred at the approach end of old Runway 5L, now renamed as the southwest end of Taxiway H. The 1997 NCP will continue this measure in its entirety, with modifications to reflect the renaming of the preferred run-up location from the approach end of Runway 5L to the southwest end of Taxiway H.

**Approved as voluntary.** This measure is a technical modification to reflect the renaming of one of the two preferred locations for run-ups by Stage 3 aircraft. The other location remains the southwest end of Runway 5R.

**NA-13 [Revoke 1992 Measure NA-13]. Runways 23R/L Nighttime Departure Procedures (1992 NCP pages 8-10 and 8-11, Table 8B, page 8-12, Table 8C, page 8-12; Exhibits 8D, 8E and 8F following page 8-10, pages 10-3 and 10-8; Table 10A, page 10-12, and Table 10B, page 10-13. Also, 1997 NCP, pages 1-8, 3-2, 3-32 and Table 3-1).** In the 1987 NCP, the Indianapolis Airport Authority (IAA) recommended that all turbojet aircraft departing Runway 23R or Runway 23L, maintain runway heading until reaching an altitude of 2500-foot MSL, 24 hours per day. The IAA will revoke this measure in its entirety on approval of Measures NA-16, 17 and 18 of the 1997 NCP.

In the 1992 NCP, this measure was revised to provide for two new initial nighttime departure routes from each parallel runway for all turbojets departing Runways 23R/L. From each runway, these routes were defined as a runway heading departure and a 15 divergent heading, turning at the middle marker [or equivalent DME mileage designation], to cross the extended centerline of the other runway. Along each initial course, aircraft would climb through 3,000 feet MSL, before turning to enroute courses.

The effect of these measures southwest of the airport was to provide for the concentration of low-level, late-night jet, departures within the extended centerlines for the two parallel runways. Also, turns to enroute courses were not made until the aircraft are effectively beyond the core of the Camby area and south of Plainfield. The FAA Air Traffic Control Tower implemented this procedure, subject to the authority of the pilot in command to request an amended departure clearance pursuant to FAR 91.129(g) [formerly 91.75].

The growth of activity during the late night period has resulted in growing delays to departing aircraft as a result of this procedure. FAA's Air Traffic Control management at Indianapolis has requested that a third departure course be provided to relieve departure delays. Measure NA-17 will provide this third course, while retaining the flexibility to use the inward departure turns provided by the 1992 Measure NA-13.

**Approved as voluntary.** Revocation of this measure under 14 CFR Part 150, and replacement with alternative departure headings and separating aircraft on the ground by destination (Noise Abatement Measures NA-16, NA-17 and NA-18) will provide a net noise benefit, as described in the FAA's August 1998 supplemental discussion of these departure headings. However, no action can be taken by FAA to revoke measure (NA-13) until the replacement measures are ready to be implemented.

**NA-14 [1992 NCP, Measure NA-14, Continued Without Modification]. Establish Procedures for Nighttime Turbojet Approaches to Runways 5R/L (1992 NCP page 8-11, Table 8B, page 8-12, Table 8C, page 8-12, Exhibits 8G and 8H, follows page 8-12, pages 10-3, 10-4 and 10-8, Table 10A, page 10-12, and Table 10B, page 10-13. Also, 1997 NCP pages 1-9, 3-2, 3-33 and Table 3-1).** The Indianapolis Airport Authority (IAA) proposes continuing this measure as it applies to nighttime hours 10:00 p.m. to 7:00 a.m. This measure was established to direct turbojet overflights southwest of the Airport to predictable corridors. The measure entails late night traffic approaching Runways 5R/L to be vectored to intercept the glide slope at or beyond the Runways 5R/L outer marker locations. This measure would reduce the number of approach overflights of Plainfield and Camby during the late night hours. However, due to operational necessity, ATCT will occasionally permit visual approaches within the outer marker.

The measure is not applied to daytime traffic (7:00 AM to 10:00 PM), largely because it has the potential to increase approach delays. The current and projected scheduling of late-night cargo arrivals appears to provide adequate time between each to allow the use of the measure without delays. The FAA ATCT has established tower directives to vector late night arrival traffic using visual approaches to intercept the final approach course to Runways 5R/L at or beyond the locations of the outer markers. The noise abatement actions recommended as a result of this program would not produce major reductions to the impacted population levels. However, the noise abatement plan will better constrain the area of impact and provide greater justification to the land use control and program management measures that follow. Areas expected to benefit from this measure lie within the 65 DNL contour.

**Approved as voluntary.**

**NA-15 [Revision of 1992 Measures NA-11, As Applied to Runways 23R/L]. Noise Abatement Departure Profiles. (1987 NCP pages 8-3, 8-4, 8-5, 8-9, 8-29, 8-30, and 8-36. 1992 NCP pages 8-8 through 8-9. Table 8B, page 8-12, Table 8C, page 8-12, Exhibits 8G and 8H follows page 8-12, pages 10-7 and 10-13, Table 10A, page 10-12 and Table 10B, page 10-13. Also, 1997 NCP, pages 1-9, 3-2, 3-34 and Table 3-1).** In Measure 2 of the 1987 NCP, the Indianapolis Airport Authority (IAA) requested airlines to implement aggressive noise abatement departure procedures. The air carriers rejected this recommendation during implementation negotiations as being non-standard. Subsequently, IAA worked with the late-night cargo operators to develop noise abatement departure procedures for their operation. These were independently implemented by each carrier. Passenger air carriers continued to operate their aircraft using standard departure procedures contained in FAA Advisory Circular 91-53. IAA replaced the noise abatement departure procedure recommendations of the 1987 Part 150 program, Measure 2 with Measure NA-11 in the 1992 NCP.

IAA adopted the "close-in" noise abatement option of AC 91-53A as preferred for use from Runways 5R/L, 14, and 32 by those operators of large jets (in excess of 75,000 pounds gross takeoff weight) which have not developed alternative measures. That measure is continued

without modification from the 1992 NCP for the indicated runways (see 1997 NCP Measure NA-11).

IAA also adopted a similar provision stating its preference for the "standard" departure procedure for departures from Runways 23R/L by those operators of large jets that have not developed alternative measures. Evaluations for the 1997 NCP have indicated that the continued use of "standard" departure procedures from Runways 23R/L will result in the dispersion of noise above 65 DNL onto more populated areas to the southwest of the Airport than will the close-in procedure, as used from each other runway. Therefore, the IAA will revoke that portion of Measure NA-11 that provides for a "standard" procedure from Runways 23R/L and replace it with a new request that calls for use of "close-in" procedures from Runways 23R/L. Above 3,000 feet AGL, pilots are requested to maintain best rate of climb to intermediate altitudes as directed by Air Traffic Control. A Standard Instrument Departure (SID) [or equivalent departure procedure] with noise abatement advisory information is recommended as the principal implementation tool to communicate the program measures to pilots of jet aircraft using IND. This would be prepared by FAA ATCT and should include the provisions of NA-4, NA-5, NA-10, NA-11, NA-15, NA-17, and NA-18.

**Approved as voluntary.**

**NA-16 [No Counterpart Measure in 1992 NCP]. Establish Nighttime Procedures to Separate Aircraft by Destination when Both Runways 23R and 23L are in use (1997 NCP pages 1-9, 3-3, 3-35 and Table 3-1).** The Indianapolis Airport (IAA) recommends establishing this measure as it applies to evening and nighttime hours 7:00 p.m. to 7:00 a.m. This measure is designed to separate turbojet takeoffs to the southwest of the Airport, based on their destinations, when peak operations periods are in effect. Aircraft bound to northern and western destinations will be assigned to Runway 23R and aircraft bound to southern and eastern destinations will be assigned to Runway 23L, when both Runway 23R and 23L are in use. The peak period of the departure operation occurs when both cargo carriers are launching aircraft at the same time. Application of the measure, as appropriate during the hours between 7 p.m. and 10 p.m. will allow for reduced in air crossing of aircraft along the established departure corridors from Runways 23 R/L.

The measure is not applied to daytime traffic (7:00 AM to 7:00 PM), largely because it has the potential to increase taxi delays. The construction of proposed Taxiway N will be required to fully implement this measure. Areas expected to benefit from this measure lie within the 65 DNL contour.

**Approved as voluntary.** The timing of the construction of Taxiway N is subject to IAA programming the funds necessary to undertake its construction. Taxiway N was previously environmentally approved as part of the 1992 EIS for master plan development of the airport and no further environmental action by FAA is necessary.

**NA-17 [1992 Measure NA-13, Substantial Revision]. Runways 23L Nighttime Departure Procedures (1992 NCP pages 8-10 and 8-11, Table 8B, page 8-12, Table 8C, page 8-12; Exhibits 8D, 8E and 8F following page 8-10, pages 10-3 and 10-8; Table 10A, page 10-12, and Table 10B, page 10-13. Also, 1997 NCP, pages 1-9, 3-3, 3-37 and Table 3-1).** In the 1992 NCP, the Indianapolis Airport Authority (IAA) proposed in Measure NA-13 that all turbojet aircraft departing Runway 23L maintain either runway heading or a 15 degree right divergent heading, initiated at the middle marker [or equivalent DME mileage designation] to cross the extended centerline of Runway 23R, until reaching an altitude of 3,000-foot MSL from 10:00 p.m. until 7:00 a.m. The IAA now desires to expand the intent of this measure by requesting that the FAA Air Traffic Control establish an additional departure course from Runway 23L for use during the hours between 7 p.m. and 7 a.m. when use of runway heading or inward divergent courses would increase delays. This third course would be established along a 215 degree heading, initiated at

the middle marker of the Runway 5R approach, and flown to a position 5.5 nautical miles from a DME co-located with the localizer of the approach to Runway 5R. Furthermore, the runway heading and inward divergent courses now in place from Runway 23L would, under this measure, be flown to 5.5 nautical mile DME positions relative to the new DME co-located on the Runway 5R localizer.

The effect of these measures southwest of the airport will be to 1) substantially reduce the delays encountered during the late night cargo launch operation, and 2) provide for predictable corridors of flight by the concentrated low-level, evening and night jet departures from Runway 23L. Also, turns to enroute courses would not be made until the aircraft are effectively beyond the extensively developed area of Plainfield. The FAA Air Traffic Control Tower would be responsible for implementation of this procedure. A Standard Instrument Departure (SID) [or equivalent departure procedure] with noise abatement advisory information is recommended as the principal implementation tool to communicate the program measures to pilots of jet aircraft using IND. This would be prepared by FAA ATCT and should include the provisions of NA-4, NA-5, NA-10, NA-11, NA-15, NA-17, and NA-18. This procedure is subject to the authority of the pilot in command to request an amended departure clearance pursuant to FAR 91.129(g) [formerly 91.75]. The measure would result in a minor increase in the size of the area included in the acquisition and sound insulation programs under this NCP (see measures LU-20 and LU-21).

**No action required at this time.** This measure relates to flight procedures under section 104(b) of the Aviation Safety and Noise Abatement Act of 1979 and will receive further FAA review before approval or disapproval.

**NA-18 [Revision of 1992 Measure NA-13]. Runways 23R Nighttime Departure Procedures (1992 NCP pages 8-10 and 8-11; Table 8B, page 8-12; Table 8C, page 8-12; Exhibits 8D, 8E and 8F following page 8-10, pages 10-3 and 10-8; Table 10A, page 10-12; and Table 10B, page 10-13. Also, 1997 NCP pages 1-9, 3-3, 3-39 and Table 3-1).** In the 1992 NCP, Indianapolis Airport Authority (IAA) proposed in Measure NA-13 that all turbojet aircraft departing Runway 23R maintain either runway heading or a 15 degree left divergent heading, initiated at the middle marker [or equivalent DME mileage designation] to cross the extended centerline of Runway 23L, until reaching an altitude of 3,000-foot MSL from 10:00 p.m. until 7:00 a.m. The IAA now desires to expand the intent of this measure by requesting that the FAA Air Traffic Control extend the hours of use of this measure to 7 p.m. to 7 a.m. when maintenance of a single heading would increase delays. Furthermore, the runway heading and inward divergent courses now in place from Runway 23R would, under this measure, be flown to 6.5 nautical mile DME positions relative to the new DME co-located on the Runway 5R localizer.

The effect of these measures southwest of the airport was to provide for predictable corridors of flight by the concentrated low-level, evening and night jet departures from Runway 23R. Also, turns to enroute courses would not be made until the aircraft are effectively beyond the extensively developed area of Plainfield. The FAA Air Traffic Control Tower would be responsible for implementation of this procedure. A Standard Instrument Departure (SID) [or equivalent departure procedure] with noise abatement advisory information is recommended as the principal implementation tool to communicate the program measures to pilots of jet aircraft using IND. This would be prepared by FAA ATCT and should include the provisions of NA-4, NA-5, NA-10, NA-11, NA-15, NA-17, and NA-18. This procedure is subject to the authority of the pilot in command to request an amended departure clearance pursuant to FAR 91.129(g) [formerly 91.75]. The measure would result in a minor increase in the size of the area included in the acquisition and sound insulation programs under this NCP (see measures LU-19 and LU-20)

**No action required at this time.** This measure relates to flight procedures under section 104(b) of the Aviation Safety and Noise Abatement Act of 1979 and will receive further FAA review before approval or disapproval.

**NA-19 [Expansion of 1997 Measures NA-10, NA-17 and NA-18]. Extend Nighttime Departure Procedures from Runway 5R, 23R and 23L to the hours between 7 p.m. and 7 a.m. and, at the discretion of Air Traffic Control, to the hours between 7 a.m. and 7 p.m. (1997 NCP, pages 1-9, 3-3, 3-41 and Table 3-1).** The Indianapolis Airport Authority (IAA) desires to extend the hours of applicability of Measures NA-10, NA-17 and NA-18 to the period between 7 p.m. and 7 a.m. Air Traffic Control management desires the flexibility to implement the measures established by these measures to improve the flow of traffic and reduce delays during peak operating periods of the daytime hours, subject to the authority of the pilot in command to request an amended departure clearance pursuant to FAR 91.129(g) [formerly 91.75]. The measure would slightly increase the size of the 65 DNL noise contour, but not beyond the programmatic boundaries set by the various land use measures detailed below.

**Approved as voluntary.**

### **LAND USE MANAGEMENT PLAN MEASURES**

**LU-1 [1992 Measure LU-1, Continued Without Modification]. Rezoning Per Minnesota Street Corridor Plan (1992 NCP pages 9-8; Table 9A, pages 9-2, 9-3 and 9-4, Table 7A, pages 7-3 - 7-7, Table 7B, page 7-91, Table 7C pages 7-31, 7-32 and 7-33, Table 3A, page 3-5" Exhibit 7A, follows page 7-8, Exhibit 7B, follows page 7-14, Exhibit 9A, follows page 9-12 Table 10A, page 10-12, Table 10B, page 10-13, and pages 10-4 and 10-8. Also, 1997 NCP page 1-10, 3-3, 3-44, and Table 3-1).** This is a continuation of Measure LU-1 in the approved 1992 NCP which the Indianapolis Airport Authority (IAA) proposed that Marion County rezone land in the Minnesota Street acquisition area to commercial and industrial classifications after acquisition is complete (see Measure LU-14). The rezoning should reflect the zoning scheme contained in the *Minnesota Street-Washington Street Corridor Plan* prepared by the Department of Metropolitan Development in accordance with the recommendations of the 1987 Part 150 Study. Once non-compatible residential areas are acquired, the IAA will sell the tracts to developers, returning land to the tax roles. Under its grant agreement with the FAA, IAA must ensure that land uses occurring on these areas subsequent to their acquisition and resale meet the FAA's noise compatibility guidelines presented in Table A-15 in Appendix A of the 1997 NCP (*Methodology*). (FAA Land Use Compatibility Appendix A, Table 1.)

**Approved.**

**LU-2 [1992 Measure LU-2, Action Complete, No Further Action Required]. Rezoning Per Airport Master Plan (1987 NCP pages 8-12, 8-18, 8-28, 8-31 and 8-37, and Exhibits 8D and 8H. 1992 NCP page 9-8, Table 9A, pages 9-2, 9-3 and 9-4, Table 3A, page 3-5, Table 7B, page 7-9, Table 7C, pages 7-31, 7-32 and 7-33, Table 3A, page 3-5, Exhibit 7A, follows page 7-8; Exhibit 7B, follows page 7-14; Exhibit 9A, follows page 9-12; Table 10A, page 10-12 and Table 10B, page 10-13, and pages 10-4 and 10-8. Also, 1997 NCP page 1-10, 3-3, 3-45, and Table 3-1).** The area between the County Line and Stanley Road, just south of Epler Road, was shown in the *1991 Airport Master Plan* to be rezoned from residential to industrial. When acquisition is complete by the Indianapolis Airport Authority (IAA), these properties will be rezoned to industrial. Private owners of vacant land within the same land assembly area should be encouraged to join in the rezoning request so that the entire area is rezoned to one consistent, compatible classification. Once non-compatible residential areas are acquired, the IAA will sell the tracts to developers, returning land to the tax roles. Under its grant agreement with the FAA, IAA must ensure that land uses occurring on these areas subsequent to their acquisition and resale meet the FAA's noise compatibility guidelines presented in Table A-15 in Appendix A of this document (*Methodology*). (FAA Land Use Compatibility Appendix A, Table 1).

**FAA Action Not Required.** It is not necessary for an airport operator to formally request a FAA determination for those NCP measures that have been successfully completed. The updated NCP may simply recognize that such measures have been completed.

**LU-3 [1992 Measure LU-3, Action Complete, No Further Action Required]. Rezoning Per Airport Industrial Development Plan (1987 NCP pages 8-12, 8-18, 8-28, 8-31 and 8-37, and Exhibits 8D and 8H. 1992 NCP page 9-8, Table 9A, page 9-2, 9-3 and 9-4, Table 3A, page 3-51, Table 7A, page 7-3 - 7-71, Table 7B, page 7-9, Table 7C, pages 7-31, 7-32 and 7-33, Exhibit 7A, follows page 7-8, Exhibit 7B, follows page 7-14, Exhibit 9A, follows page 9-12, Table 10A, page 10-12, Table 10B, page 10-13, and pages 10-4 and 10-8. Also, 1997 NCP page 1-10, 3-4, 3-46, and Table 3-1).** Indianapolis Airport Authority (IAA) proposed in 1992 to recommend to Marion County that it complete rezoning of several residentially zoned areas to industrial classification consistent with the Airport Industrial Development Plan. These properties are in the area south of the Airport bounded by Interstate 70, Interstate 465, State Road 67, the County Line, and a line running parallel to and one-half mile south of Hanna Avenue, then along Kollman Road, State Road 67, Flynn and Epler. These properties lie within the 65 DNL contour and beyond. The Airport Industrial Development Plan, adopted in August 1990 by the Metropolitan Development Commission, addresses land use in this area which is by far the largest contiguous, vacant industrially-zoned area in Marion County.

**FAA Action Not Required.** It is not necessary for an airport operator to formally request a FAA determination for those NCP measures that have been successfully completed. The updated NCP may simply recognize that such measures have been completed.

**LU-4 [1992 Measure LU-4, Action Complete, No Further Action Required]. Rezoning per Hendricks County Comprehensive Plan (1987 NCP pages 8-12, 8-18, 8-31 and 8-37. 1992 NCP page 9-8; Table 9A, pages 9-2, 9-3 and 9-4, Table 3A, page 3-5; Table 7A, page 7-3 to 7-7; Table 7B, page 7-9, Table 7C, pages 7-31, 7-32 and 7-33, Exhibit 7A, follows page 7-8, Exhibit 7B, follows page 7-14, Exhibit 9A, follows page 9-12, Table 10A, page 10-12, Table 10B, page 10-13, and pages 10-4 and 10-8. Also, 1997 NCP page 1-10, 3-4, 3-47, and Table 3-1).** This measure is a continuation of the recommendation made in the 1992 NCP. The Indianapolis Airport Authority (IAA) proposes that land at the interchange of Interstate 70 and State Road 267 in Hendricks County be rezoned from residential to industrial as provided for by the *Hendricks County Comprehensive Plan*. Commercial zoning would also be acceptable from a noise compatibility standpoint, if local officials determine that it is preferable to industrial zoning. The IAA desires to continue the implementation of this measure.

**FAA Action Not Required.** It is not necessary for an airport operator to formally request a FAA determination those NCP measures that have been successfully completed. The updated NCP may simply recognize that such measures have been completed.

**LU-5 [1992 Measure LU-5, Continued Without Revision]. Adopt Noise Overlay Zoning - Hendricks County and Plainfield (1987 NCP pages 8-12, 8-18, 8-19, 8-20, 8-31, 8-37 and Table 8E. 1992 NCP page 9-9, Table 9A, pages 9-2, 9-3 and 9-4, Table 3A, page 3-5; Table 7A, page 7-3 to 7-7, page. 7-16, Table 7B, page 7-91, Table 7C, pages 7-31, 7-32 and 7-33, Exhibit 7A, follows page 7-8; Exhibit 7B, follows page 7-14, Exhibit 9A, follows page 9-12; Table 10A, page 10-12, Table 10B, page 10-13, and pages 10-4, 10-5 and 10-8. Also, 1997 NCP page 1-10, 3-4, 3-48, and Table 3-1).** In the 1987 and 1992 NCPs, The Indianapolis Airport Authority (IAA) proposed that Hendricks County and Plainfield adopt a new zoning district which establishes special standards for development of noise impacted areas to help prevent and mitigate the impacts caused by aircraft noise. The boundaries of the overlay zones were to be based on the noise contours from the 1987 and 1992 NCPs. The 1997 NCP proposes that the outer boundaries of the overlay zones are based on the 65 DNL contours of the 1997 and 2002 abated noise conditions. Boundaries of inner zones are based on the noise contours of 70 DNL for the 1997 and 2002 abated condition.

Within the noise overlay zones, it is proposed that the standards apply as listed in the Plainfield Zoning Ordinance, contained in Appendix C of the 1997 Part 150 Noise Compatibility Study Update. The ordinance contains controls for compatible use of land at two levels of noise

exposure, requires soundproofing of noise-sensitive land uses, and provides methods of meeting such soundproofing requirements. Ordinance 1-94, adopted February 14, 1994, amending Ordinance 8-89 of the Plainfield Zoning Ordinance, established a Noise Overlay District. This measure (LU-5) requests that Plainfield update their current noise overlay zone using the 1997 and 2002 NCP contours. A copy of Ordinance 1-94 as adopted in 1994 is provided in Appendix C of the 1997 NCP. IAA also proposes that the overlay zoning ordinances require the dedication of an aviation easement to IAA as a condition of issuance of a building permit for all noise sensitive land uses in the noise overlay zones.

**Approved.** Previously approved as Measure LU-5 in the 1992 NCP and Measure 15 in the 1987 NCP. The IAA desires to continue this measure. Local governments have authority to implement this measure.

**LU-6 [1992 Measure LU-6, Continued Without Change]. Informal Fair Disclosure Policy (1987 NCP pages 8-12, 8-15 through 8-17 and 8-31. 1992 NCP pages 9-9 and 9-10; Table 9A, pages 9-2, 9-3 and 9-4, Table 7A, pages 7-3 to 7-7, Table 7B, page 7-9, Table 7C, pages 7-31, 7-32 and 7-33, Table 3A, page 3-5; Exhibit 7A, follows page 7-8, Exhibit 7B, follows page 7-14, Exhibit 9A, follows page 9-12, Table 10A, page 10-12 and Table 10B, page 10-13, and pages 10-5 and 10-8. Also, 1997 NCP page 1-10, 3-4, 3-49, and Table 3-1).** This measure was initially recommended as Measure 17 in the 1987 NCP and as Measure LU-6 in the 1992 NCP. The Indianapolis Airport Authority (IAA) proposes to continue its policy to advise potential developers, real estate agents, lenders, and buyers of properties that certain areas may be noise-impacted. The policy provides actual or constructive disclosure to potential residents in the Airport vicinity. Such disclosure is intended to advise a prospective buyer where the property is located in relation to current noise exposure contours; and alternatively, allows the prospective buyer to make an informed decision with respect to the acquisition of a property.

Since most existing homes remaining in the noise impact area will either be acquired by the IAA or be eligible to participate in a recommended airport purchase program (see LU Measures 10 through 25), and since most new residences would be sound insulated (if Hendricks County adopts a Noise Overlay Zoning and the Plainfield zoning ordinance is updated; see Measure LU-5), most potential buyers may find these homes acceptable. Most importantly, they will do so with full knowledge of any noise issues prior to committing to their purchase.

The key to an informal disclosure policy is that no legal requirements will be imposed on developers, real estate agents, lenders or buyers. Instead, the objective must be met through public information and educational activities by Airport staff. The main responsibility for the program should fall to the Noise Program Manager, in concert with other staff members. There are several methods of disseminating the information necessary for the Informal Fair Disclosure Policy. While many techniques may evolve over a period of time by the Authority's staff, a number of key actions may be initiated including public progress reports, noise program bulletins, direct contacts with Federal Housing Administration and Veterans Administration and presentations to organizations.

**Approved.** Previously approved as Measure 17 in the 1987 NCP and Measure LU-6 in the 1992 NCP. The IAA desires to continue this measure. This measure more clearly explains the disclosure procedures.

**LU-7 [1992 Measure LU-7, Continued Without Revision]. Comprehensive Planning (1987 NCP pages 8-13, 8-17, 8-31, and 8-37. 1992 NCP page 9-10, Table 9A, pages 9-2, 9-3 and 9-41, Table 7A, pages 7-3 to 7-7; Table 7B, page 7-9, Table 7C, pages 7-31, 7-32 and 7-33, Table 3A page 3-5; Exhibit 7A, follows page 7-8; Exhibit 7B, follows page 7-14, Exhibit 9A, follows page 9-12; Table 10A, page 10-12; Table 10B, page 10-13, and pages 10-5, 10-8 and 10-9. Also, 1997 NCP page 1-10, 3-4, 3-50, and Table 3-1).** The 1987 and 1992 NCPs recommended that both Marion and Hendricks Counties adopt the final Part 150 Study as the

Airport compatibility element of their comprehensive plans. The Indianapolis Airport Authority (IAA) proposes that the Town of Plainfield should also adopt the Part 150 Plan to serve as a guide as it annexes noise-impacted property in the future. Since that time, only Marion County has implemented the recommendation of 1987 Measure 19.

IAA reaffirms the same recommendation for Hendricks County and Plainfield. In addition, it recommends that Marion County adopt the new Part 150 Study and amend its recently prepared Draft Decatur Township Comprehensive Land Use Plan to reflect the measures contained in this Part 150 Study Update.

**Approved.** This measure is under the authority of the respective local governments.

**LU-8 [1992 Measure LU-8; Continued Without Change]. Capital Improvements Programming (1987 NCP pages 8-13, 8-20, 8-31 and 8-37. 1992 NCP page 9-11, Exhibit 7A, follows page 7-8, Exhibit 7B, follows page 7-14, Exhibit 9A, follows page 9-12; Table 3A, page 3-5, Table 9A, pages 9-2, 9-3 and 9-4, Table 7A, pages 7-3 to 7-7; Table 7B, page 7-9, Table 7C, page 7-31, 7-32 and 7-33, Table 10A, page 10-12; Table 10B, page 10-13, and pages 10-5 and 10-9. Also, 1997 NCP page 1-10, 3-4, 3-51, and Table 3-1).** This measure is a continuation of the Indianapolis Airport Authority's (IAA) proposal in the 1987 and 1992 NCPs for both Marion County and Plainfield to adopt policies discouraging the extension of sanitary sewer systems to serve residential development in undeveloped parts of Plainfield, Hendricks and Marion Counties which are impacted by aircraft noise exposure of 65 DNL and higher.

This proposal is predicated on the fact that the lack of sanitary sewer service is an important constraint on development in Hendricks County and Plainfield southwest of the Airport. Without sewers, lot sizes in this area cannot be smaller than 25,000 square feet. This constraint would help to reduce the potential population in the noise-impacted part of the County.

IAA proposes that sewer extensions may be undertaken in this area if it can be assured that only commercial and industrial development will be served.

**Approved.** Previously approved as Measure 20 of the 1987 NCP and Measure LU-8 of the 1992 NCP. The IAA desires to continue this measure. This measure is under the authority of local governments.

**LU-9 [1992 Measure LU-9, Continued Without Change]. Establish Guidelines for Discretionary Review of Development Projects (1987 NCP pages 8-13, 8-17, 8-31, 8-37. 1992 NCP pages 9-11 and 9-12, Table 7A, pages 7-3 to 7-7; Table 7B, page 7-9, Table 7C, pages 7-31, 7-32 and 7-33, Table 3A, page 3-51, Exhibit 7A, follows page 7-8, Exhibit 7B, follows page 7-14, Exhibit 9A, follows page 9-12, Table 10A, page 10-12, Table 10B, page 10-13 and pages 10-5 and 10-9. Also, 1997 NCP page 1-11, 3-4, 3-52, and Table 3-1).** This measure is a repeat of a Measure LU-9 in the 1992 NCP, with no changes. The Indianapolis Airport Authority (IAA) proposes that guidelines be approved for planning commissions, boards of zoning appeals, and planning departments in the Town of Plainfield and Hendricks and Marion Counties requiring them to consider the impact of airport noise on community development proposals and applications for variances and special uses. These guidelines would be integrated into any other guidelines for project review presently in use by such agencies. Cases may arise in Hendricks County and Plainfield on occasion where the noise overlay zones do not apply, leaving the planners to make judgments as to the advisability of a development proposal. The adoption of internal review procedures requiring the consideration of airport noise on special development proposals would help to ensure that this important concern is not neglected. The area for discretionary project review would include the area bounded by the 1997 and 2002 Noise Exposure Maps. The following guidelines should be considered:

- Determine the sensitivity of the subject land use to aircraft noise exposure levels. The land use compatibility requirements of the Hendricks County and Plainfield noise overlay zoning ordinance can be used for this purpose in that county and in Plainfield, while the Part 150 Noise Compatibility Planning Guidelines can be used in Marion County. (See Appendix A (*Methodology*), Table A-15).
- Discourage the approval of rezonings, exceptions, variances, conditional uses, and special uses that introduce noise-sensitive development into areas impacted by noise.
- Encourage noise-sensitive public facilities to locate outside critical noise contours, if possible; otherwise, require building construction to attenuate interior noise levels to 45 DNL.
- Attempt to secure noise easements from noise-sensitive development, as defined by the applicable noise compatibility planning standards or guidelines.
- Use the orientation, design, height and landscaping of noise-compatible uses to screen residences from ground noise generated at the Airport.
- Advise prospective developers at the earliest opportunity during building and other land use reviews of the existing and anticipated noise levels over the property under consideration.
- The IAA should continue registration as a Neighborhood Organization with the Division of Planning. As a Neighborhood Organization, the IAA receives public notice of zoning, variance and subdivision petitions/applications within Neighborhood Organization boundaries in Marion County.

**Approved.** Previously approved as Measure 21 in the 1987 NCP and Measure LU-9 of the 1992 NCP. The IAA desires to continue this measure. This measure is under authority of local governments.

**LU-10 [1992 Measure LU-10, Continued Without Revision]. Guaranteed Purchase - Completion of 1987 Program (1987 NCP pages 8-13, 8-28, 8-31 and 8-38. 1992 NCP page 9-12, Table 9A, pages 9-2, 9-3 and 9-4, Table 7A, pages 7-3 to 7-7, Table 7B, page 7-9, Table 7C, pages 7-31, 7-32 and 7-33, Table 3A, page 3-5, Exhibit 7A, follows page 7-8, Exhibit 7B, follows page 7-14, Exhibit 9A, follows page 9-12; NCP pages 10-6 and 10-9, Table 10A, page 10-12; and Table 10B, page 10-13. Also, 1997 NCP page 1-11, 3-4, 3-54, and Table 3-1).** In the 1987 NCP, the Indianapolis Airport Authority (IAA) proposed the purchase by voluntary sale of approximately 127 homes in the 70 DNL contour, purchase of the balance of the mobile home park northwest of Runway 14/32, and purchase of two homes near the mobile home park. Most of this program has been completed at this time. The IAA proposes that the 1987 purchase program be completed, as originally planned, as homeowners voluntarily make their homes available for sale to the IAA.

**Approved in part, disapproved in part pending submission of additional information.** Homes in the Sunset Circle neighborhood, along High School Road between Interstate 70 and Hanna and on the north side of Hanna from Rosswill to Interstate 70 were proposed for inclusion, but were disapproved in 1992 pending submittal of additional information. The homes were outside of the DNL 65dB noise contour and the airport sponsor did not submit a local variation to the compatible land use criteria contained in Part 150. It is unclear from this description whether the airport sponsor is continuing to include this area, or whether the area is now within the DNL 65dB noise contour. This does not prevent the airport sponsor from implementing this measure on its own, outside of the Part 150 program.

**LU-11 [1992 Measure LU-11, Withdrawn]. Guaranteed Purchase - Homes South of Hanna Avenue (1992 NCP page 9-12; Table 9A, pages 9-2, 9-3, and 9-4; Table 7A, pages 7-3 to 7-7; Table 7B, page 7-9; Table 7C, page 7-31, 7-32, and 7-33; Exhibit 7A, follows page 7-8; Exhibit 7B, follows page 7-14; Exhibit 9A, follows page 9-12; pages 10-6 and 10-9; Table 10A, page 10-12; and Table 10B, page 10-13. Also, 1997 NCP page 1-11, 3-4, 3-55, and Table 3-1).** In the 1992 NCP, the Indianapolis Airport Authority (IAA) proposed the purchase, by

voluntary sale, of approximately 35 homes located south of Hanna Avenue, north of State Road 67, and east of Interstate 465. Measure LU-11 of the approved 1992 NCP was withdrawn by the Sponsor prior to NCP approval. These homes are outside of the 65 DNL for both existing and 5-year operations, and there is no local variation to the FAR Part 150 guidelines, which designates residential uses outside of the 65 DNL as non-compatible with normal airport operations. The Airport Authority retains full discretion to implement this measure outside the scope of the Part 150 program. No further action required.

**Withdrawn.**

**LU-12 [1992 Measure LU-12, Continued Without Revision]. Guaranteed Purchase - Melody/Harmony Lanes and Southwest, North of Interstate 70 (1992 NCP page 9-13; Table 3A, page 3-5, Table 7A, pages 7-3 to 7-71, Table 7B, page 7-9, Table 7C, pages 7-31, 7-32, and 7-33, Table 9A, pages 9-2, 9-3, and 9-4, Exhibit 7A, follows page 7-8, - Exhibit 7B, follows page 7-14, Exhibit 9A, follows page 9-12, pages 10-6 and 10-9, Table 10A, page 10-12 and Table 10B, page 10-13. Also, 1997 NCP page 1-11, 3-4, 3-56, and Table 3-1).** In the 1992 NCP, the Indianapolis Airport Authority (IAA) proposed the purchase, by voluntary sale, of approximately 121 homes located on Melody and Harmony Lanes, Six Points Road, and other strips adjacent to the new Runway 5L/23R. Also, approximately 37 homes located farther south along Six Points Road and other strips located north of Interstate 70 were proposed to be purchased. Most of this program has been completed at this time. It is recommended that the 1992 purchase program be completed, as originally planned, as homeowners voluntarily make their homes available for sale to the IAA.

**Approved.** Continuation of Measure LU-12 of the 1992 NCP.

**LU-13 [1992 Measure LU-13, Withdrawn] Guaranteed Purchase - North of UAL Facility, South of US 40 (1992 NCP page 9-13; Table 9A, page 9-2, 9-3, and 9-4, Table 7A, pages 7-3 to 7-7, Table 7B, page 7-9; Table 7C, page 7-31, 7-32 and 7-33, Exhibit 7A, follows page 7-8; Exhibit 7B, follows page 7-14; Exhibit 9A, follows page 9-12, pages 10-6 and 10-9; Table 10A, page 10-12, and Table 10B, page 10-13. Also, 1997 NCP page 1-11, 3-5, 3-57, and Table 3-1).** In the 1992 NCP, the Indianapolis Airport Authority (IAA) propose the purchase by voluntary sale of approximately 21 homes located between the Bridgeport area and the Minnesota Street area, south of US 40. Most of this program has been completed at this time. It is recommended that the 1992 purchase program be completed, as originally planned, as homeowners voluntarily make their houses available for sale to the IAA. Measure LU-13 of the approved 1992 NCP was withdrawn by the Sponsor prior to NCP approval. This measure has been withdrawn by the IAA for purposes of Part 150 and eligibility for Federal noise set aside funding. These homes are outside the 1990 and 1996 abated noise contours, as noted under LU-11, there is no local variation to the FAR Part 150 guidelines which designates residential uses outside of the 65 DNL as non-compatible with normal airport operations. It is within the IAA's prerogatives to purchase homes in this area utilizing funds other than those AIP funds set aside for noise mitigation under FAR Part 150. No further action required.

**Withdrawn.**

**LU-14 [1992 Measure LU-14, Continued Without Revision]. Guaranteed Purchase - Minnesota Street Neighborhoods (Also see Measure LU-16) (1992 NCP page 9-13 Table 3A, page 3-5, Table 7A, pages 7-3 to 7-7; Table 7B, page 7-9, Table 7C, pages 7-31, 7-32 and 7-33, Table 9A, pages 9-2, 9-3 and 9-4, Exhibit 7A, follows page 7-8, Exhibit 7B, follows page 7-14, Exhibit 9A, follows page 9-12, pages 10-6 and Page 10-9, Table 10A, page 10-12, and Table 10B, page 10-13. Also, 1997 NCP page 1-11, 3-5, 3-58, and Table 3-1).** In the 1992 NCP, the Indianapolis Airport Authority (IAA) proposed the purchase by voluntary sale of approximately 241 homes located west of Interstate 465 and south of US 40 along and running off of Minnesota Street, and approximately 27 homes along and running off of Minnesota Street

immediately to the east of Interstate 465 and west of several industries situated along Minnesota Street. Most of this program has been completed at this time. It is recommended that the 1992 purchase program be completed, as originally planned, as homeowners voluntarily make their homes available for sale to the IAA.

**Approved.**

**LU-15 [1992 Measure LU-15, Continued Without Revision]. Guaranteed Purchase Colonial Road Area, West of Camby, South of Interstate 70 (See Measure LU-16) (1992 NCP page 9-14, Table 3A, page 3-5, Table 7A, pages 7-3 to 7-7, Table 7B, page 7-9, Table 7C, pages 7-31, 7-32, and 7-33, Table 9A, pages 9-2, 9-3, and 9-4, Exhibit 7A, follows page 7-8; Exhibit 7B, follows page 7-14, Exhibit 9A follows page 9-12, pages 10-6 and 10-9, Table 10A, page 10-12, and Table 10B, page 10-13. Also, 1997 NCP page 1-11, 3-5, 3-59, and Table 3-1).** In the 1992 NCP, the Indianapolis Airport Authority (IAA) proposed the purchase by voluntary sale of approximately 38 homes located in an area called Colonial Acres and 239 homes located in areas west of Camby and south of Interstate 70. Most of this program has been completed at this time. The IAA proposes that the 1992 purchase program be completed, as originally planned, as homeowners voluntarily make their homes available for sale to the IAA.

**Approved.**

**LU-16 [1992 Measure LU-16, Continued Without Revision] Foster Redevelopment of Acquired Areas Near Airport (1992 NCP page 9-14, Table 3A, page Table 7A, pages 7-3 - 7-7; Table 7B, page 7-9; Table 7C, pages 7-31, 7-32, and 7-33; Exhibit 7A, follows page 7-8; Exhibit 7B, follows page 7-14; pages 10-7 and 10-9; Table 10A, page Table 10B, page 10-13. Also, 1997 NCP page 1-11, 3-5, 3-60, and Table 3-1).** The Indianapolis Airport Authority proposes that most of the areas acquired in the 1987, 1992, and 1997 Guaranteed Purchase Programs be redeveloped into tax- and employment-generating land uses as soon as acquisition of an area is sufficient size to package for industrial or commercial use. This measure includes all areas described in Measures LU-10 through LU-15, as well as new areas proposed under measures LU-17 through LU-19 described previously and shown on Exhibit 3-4 of the 1997 NCP. The redevelopment would be for noise-compatible commercial and industrial uses. Special care would be taken in obtaining rezoning for these uses to provide transitional uses that are compatible with any remaining residential areas. It is understood that, for any lands returned to private ownership, reimbursement arrangements will be required by the FAA, probably in the form of IAA investment in other noise projects or projects eligible under FAA's Airport Improvement Program, in lieu of Federal contributions.

**Approved.**

**LU-17 [New, No Counterpart Measure in 1987 or 1992 NCP]. Guaranteed Purchase of Homes along the north side of Washington Street west of Girls School Road and along Brewer Road (1997 NCP page 1-11, 3-5, 3-61, Table 3-1, and Exhibit 3-4).** The Indianapolis Airport Authority (IAA), in the 1992 NCP, set a precedent for mitigating incompatible land uses within the 65 DNL contour, as well as contiguous noise-sensitive area exposed to substantive levels of single-event noise and cumulative noise levels, particularly during nighttime hours. The mitigation of these nine single-family homes continues and expands the Airport's current guaranteed purchase program in this regard. The homes identified under this measure (LU-17) for participation in the Guaranteed Purchase Program are located entirely within, or immediately adjacent to, the 65 DNL of the 2002 NCP contour and are in close proximity to the end of Runway 14/32. These homes are bounded to the south by Washington Street (US 40) and by Conrail Railroad tracks to the east and north. The property on the southside of Washington Street was identified for acquisition under the 1992 NCP and the implementation of that program is on going.

**Approved.**

**LU-18 [New, No Counterpart Measure in 1987 or 1992 NCP]. Guaranteed Purchase of Homes north of Hanna Avenue, west of Lynhurst Drive, and southeast of Interstate 70 (1997 NCP page 1-11, 3-5, 3-62, Table 3-1, and Exhibit 3-4).** The Indianapolis Airport Authority (IAA), in the 1992 NCP, set a precedent for mitigating incompatible land uses within the 65 DNL contour, as well as contiguous noise-sensitive area exposed to substantive levels of single-event noise and cumulative noise levels, particularly during nighttime hours. The mitigation of these 41 single-family homes continues and expands the Airport's current guaranteed purchase program in this regard. The homes identified under this measure (LU-18) for participation in the Guaranteed Purchase Program are located entirely within, or immediately adjacent to, the 65 DNL of the 2002 NCP contour and are in close proximity to the end of Runway 14/32. These homes are bounded to the north by Hanna Avenue, the west by Lynhurst Drive, and by Interstate 465 to the southeast.

**Approved.**

**LU-19 [New, No Counterpart Measure in 1987 or 1992 NCP]. Guaranteed Purchase of single-family homes within the Brunswick Park subdivision and all homes immediately adjacent to the subdivision east of SR 267 (1997 NCP page 1-12, 3-5, 3-63, Table 3-1, and Exhibit 3-4).** The Indianapolis Airport Authority (IAA), in the 1992 NCP, set a precedent for mitigating incompatible land uses within the 65 DNL contour, as well as contiguous noise-sensitive area exposed to substantive levels of single-event noise and cumulative noise levels, particularly during nighttime hours. The mitigation of these 70 single-family homes continues and expands the Airport's current guaranteed purchase program in this regard. The homes identified under this measure (LU-19) for participation in the Guaranteed Purchase Program are located entirely within, or immediately adjacent to, the 65 DNL of the 2002 NCP contour and are in close proximity to the end of Runway 5L/23R. These homes are within or adjacent to the Brunswick Park subdivision and are immediately north of the current acquisition area identified for acquisition under the 1992 NCP.

**Approved.**

**LU-20 [New, No Counterpart Measure in 1987 or 1992 NCP]. Provide sound insulation or purchase assurance for 314 single-family homes, on a voluntary basis, within or immediately adjacent to the 65 DNL contour of the 2002 NCP. The area includes single-family homes in an area generally bounded as follows: west of new SR 267, south of Interstate 70, and east of Old SR 267. (1997 NCP page 1-12, 3-5, 3-64, Table 3-1, and Exhibit 3-4).** The Indianapolis Airport Authority (IAA), in the 1992 NCP, set a precedent for mitigating incompatible land uses within the 65 DNL contour, as well as contiguous noise-sensitive area exposed to substantive levels of single-event noise and cumulative noise levels, particularly during nighttime hours. The mitigation of these 314 single-family homes continues and expands the Airport's current guaranteed purchase program in this regard.

IAA proposes to offer sound insulation or purchase assurance for homeowners whose homes are within or immediately adjacent to the 65 DNL contour for the 2002 NCP condition as identified on Exhibit 3-4 of the 1997 NCP. The sound insulation/purchase assurance program will provide mitigation for incompatible land uses and provide a means for homeowners to sell their property while maintaining the integrity and stability of the residential neighborhood.

In its simplest terms, this program allows those homeowners wanting to remain in their homes to benefit from the addition of sound insulation. However, if the homeowner does not want to participate in or is later dissatisfied with the sound insulation options, they can opt for the purchase assurance program. This part of the program allows the homeowner to sell their home

directly to the IAA for fair market value. The Airport will also provide a \$3,000 dislocation allowance. The previously unattenuated homes will then be insulated and will be resold by the IAA with air easement and non-suit covenants.

**Approved.**

**LU-21 [New, No Counterpart Measure in 1987 or 1992 NCP]. Provide sound insulation or purchase assurance for 45 single-family homes, on a voluntary basis, within or immediately adjacent to the 65 DNL contour of the 2002 NCP. The area includes single-family homes in an area generally bounded as follows: south and east of the current guaranteed purchase eligibility area, west of the Marion/Hendricks county line, and north of the Airport's current environmental mitigation area (1997 NCP page 1-12, 3-6, 3-65, Table 3-1, and Exhibit 3-4).** The Indianapolis Airport Authority (IAA), in the 1992 NCP, set a precedent for mitigating incompatible land uses within the 65 DNL contour, as well as contiguous noise-sensitive area exposed to substantive levels of single-event noise and cumulative noise levels, particularly during nighttime hours. The mitigation of these 51 single-family homes continues and expands the Airport's current guaranteed purchase program in this regard.

The IAA proposes to offer sound insulation or purchase assurance for homeowners whose homes are within or immediately adjacent to the 65 DNL contour for the 2002 NCP condition as identified on Exhibit 3-4. The sound insulation/purchase assurance program will provide mitigation for incompatible land uses and provide a means for homeowners to sell their property while maintaining the integrity and stability of the residential neighborhood.

In its simplest terms, this program allows those homeowners wanting to remain in their homes to benefit from the addition of sound insulation. However, if the homeowner does not want to participate in or is later dissatisfied with the sound insulation option, they can opt for the purchase assurance program. This part of the program allows the homeowner to sell their home directly to the IAA for fair market value. The Airport will also provide a \$3,000 dislocation allowance. The previously unattenuated homes will then be insulated and will be resold by the IAA with air easement and non-suit covenants.

**Approved.**

**LU-22 [New, No Counterpart Measure in 1987 or 1992 NCP]. Provide sales assistance for 308 single-family homes, on a voluntary basis, within the Hawthorne Ridge and Hunters Ridge subdivisions (1997 NCP page 1-12, 3-6, 3-66, Table 3-1, and Exhibit 3-4).** The Indianapolis Airport Authority (IAA), in the 1992 NCP, set a precedent for mitigating incompatible land uses within the 65 DNL contour, as well as contiguous noise-sensitive area exposed to substantive levels of single-event noise and cumulative noise levels, particularly during nighttime hours. The IAA proposes to offer sales assistance for homeowners whose homes are adjacent to the 65 DNL contour for the 2002 NCP conditions. Even though these homes are not within the 65 DNL contour, they may be exposed to frequent single event overflights, especially during the late-night jet operation. The sales assistance program is intended to protect homeowners wishing to move from the airport area from incurring substantial loss due to impacts that may be caused by operations at the airports.

The sales assistance program would be designed to provide the homeowner up to 10 percent of the contract sales price. This would assist the homeowners in receiving approximately the average list to sale ratio as other homes selling within the southwest Indianapolis area. Requires a disclosure agreement. Disclosure agreement will not require non-suit covenant.

**Disapproved for purposes of Part 150.** This area is almost completely outside of the DNL 65dB noise contour. Also, the airport sponsor has not submitted a local variation to Federal compatible

land use standards contained in Part 150. The Airport Authority retains full discretion to implement this measure outside the scope of the Part 150 program.

**LU-23 [New, No Counterpart Measure in 1987 or 1992 NCP]. Provide sales assistance for 234 single-family homes, on a voluntary basis, southwest of the Airport in an area generally bounded as follows: north of the Hendricks/Morgan county line, west of the Marion/Hendricks county line, and east of the West Fork of the White Lick Creek (1997 NCP page 1-12, 3-6, 3-67, Table 3-1, and Exhibit 3-4).** The Indianapolis Airport Authority (IAA), in the 1992 NCP, set a precedent for mitigating incompatible land uses within the 65 DNL contour, as well as contiguous noise-sensitive area exposed to substantive levels of single-event noise and cumulative noise levels, particularly during nighttime hours. The IAA proposes to offer sales assistance for homeowners whose homes are adjacent to the 65 DNL contour for the 2002 NCP conditions. Even though these homes are not within the 65 DNL contour, they may be exposed to frequent single event overflights, especially during the late-night jet operation. The sales assistance program is intended to protect homeowners wishing to move from the airport area from incurring substantial loss due to impacts that may be caused by operations at the airports.

The sales assistance program would be designed to provide the homeowner up to 10 percent of the contract sales price. This would assist the homeowners in receiving approximately the average list to sale ratio as other homes selling within the southwest Indianapolis area. Requires a disclosure agreement. Disclosure agreement will not require non-suit covenant.

**Disapproved for purposes of Part 150.** This area is outside of the DNL 65dB noise contour. Also, the airport sponsor has not submitted a local variation to Federal compatible land use standards contained in Part 150. The Airport Authority retains full discretion to implement this measure outside the scope of the Part 150 program.

**LU-24 [New, No Counterpart Measure in 1987 or 1992 NCP]. Provide sales assistance for 296 single-family homes, on a voluntary basis, southwest of the Airport in an area generally bounded as follows: north of Kentucky Avenue, east of the Marion/Hendricks county line, and south of Flynn Road (1997 NCP page 1-12, 3-6, 3-68, Table 3-1, and Exhibit 3-4).** The Indianapolis Airport Authority (IAA), in the 1992 NCP, set a precedent for mitigating incompatible land uses within the 65 DNL contour, as well as contiguous noise-sensitive area exposed to substantive levels of single-event noise and cumulative noise levels, particularly during nighttime hours. The IAA proposes to offer sales assistance for homeowners whose homes are adjacent to the 65 DNL contour for the 2002 NCP conditions. Even though these homes are not within the 65 DNL contour, they may be exposed to frequent single event overflights, especially during the late-night jet operation. The sales assistance program is intended to protect homeowners wishing to move from the airport area from incurring substantial loss due to impacts that may be caused by operations at the airports.

The sales assistance program would be designed to provide the homeowner up to 10 percent of the contract sales price. This would assist the homeowners in receiving approximately the average list to sale ratio as other homes selling within the southwest Indianapolis area. Requires a disclosure agreement. Disclosure agreement will not require non-suit covenant.

**Disapproved for purposes of Part 150.** This area is outside of the DNL 65dB noise contour and the airport sponsor has not submitted a local variation to Federal compatible land use standards contained in Part 150. The Airport Authority retains full discretion to implement this measure outside the scope of the Part 150 program.

**LU-25 [New, No Counterpart Measure in 1987 or 1992 NCP]. Provide sales assistance for 125 single-family homes, on a voluntary basis, south of the Airport in the Milhouse and**

**Mendenhall Road areas and in the Valley Mills subdivision (1997 NCP page 1-12, 3-6, 3-69, Table 3-1, and Exhibit 3-4).** The Indianapolis Airport Authority (IAA), in the 1992 NCP, set a precedent for mitigating incompatible land uses within the 65 DNL contour, as well as contiguous noise-sensitive area exposed to substantive levels of single-event noise and cumulative noise levels, particularly during nighttime hours. The IAA proposes to offer sales assistance for homeowners whose homes are adjacent to the 65 DNL contour for the 2002 NCP conditions. Even though these homes are not within the 65 DNL contour, they may be exposed to frequent single event ground/ramp noise, especially during the late-night jet operation. The sales assistance program is intended to protect homeowners wishing to move from the airport area from incurring substantial loss due to impacts that may be caused by operations at the airports.

The sales assistance program would be designed to provide the homeowner up to 10 percent of the contract sales price. This would assist the homeowners in receiving approximately the average list to sale ratio as other homes selling within the southwest Indianapolis area. Requires a disclosure agreement. Disclosure agreement will not require non-suit covenant.

**Disapproved for purposes of Part 150.** This area is outside of the DNL 65dB noise contour and the airport sponsor has not submitted a local variation to Federal compatible land use standards contained in Part 150. The Airport Authority retains full discretion to implement this measure outside the scope of the Part 150 program.

#### **PROGRAM MANAGEMENT MEASURES.**

FAA on April 27, 1993 approved Program Measures PM-1, PM-2, and PM-3 which replaced measures 29, 30, and 31 under Other Implementation Measures in the 1987 NCP Record of Approval dated September 8, 1988. These measures in the 1997 NCP are proposed to be continued, refined and expanded. Also a new Program Management Measure PM-4 is proposed.

**PM-1 [1992 Measure PM-1, Revision and Expansion]. Maintain Noise Program Office and Hire Noise Program Manager (1987 NCP page 8-44. 1992 NCP pages 10-1, 10-9, Table 10A, page 10-12 and Table 10B, page 10-13. Also 1997 NCP, pages 1-13, 3-6, 3-68 and Table 3-1).** The Indianapolis Airport Authority (IAA) assigned the duties of Noise Program Manager listed in the 1992 NCP to several staff members. IAA previously had indicated in Measure 30 of the 1987 NCP that it planned to maintain its existing noise complaint response process and conduct periodic assessments of the process to determine the advisability of refinements. Until the present time, the task of managing the Airport's noise abatement, land use and noise complaint response efforts had been delegated primarily to the Airport's Director of Safety and Environment. Implementation of the land acquisition measures approved as part of the 1987 and 1992 NCP was delegated to the General Counsel for the Airport.

In the future, the noise program will require additional staffing to coordinate implementation of the new noise abatement recommendations and carry out the greatly expanded land use management program, as well as operate the tools recommended in Measure PM-2. During this time, the staff will have to respond to noise complaints, conduct public education on the Airport's noise program, and perform miscellaneous other specialized duties, including periodic noise monitoring.

**Approved.** This measure is approved for purposes of Part 150 with the understanding that it describes a function to be performed. It does not indicate that the reimbursement of administrative staff costs is an eligible AIP cost.

**PM-2 [1992 Measure PM-2 Continued with Revision and Expansion] Noise Program Management Tools, Including Acquisition of Portable Noise Monitors, Geographic Information System, Aircraft Operations Monitoring System, Noise Complaint Tracking**

**System, and Information Delivery System (1987 NCP pages 8-43 and 8-44. 1992 NCP page 10-2, 10-9, Table 10A, page 10-12, and Table 10B, page 10-13. Also 1997 NCP, pages 1-13, 3-6, 3-68 and Table 3-1).** In the 1987 NCP, the Indianapolis Airport Authority (IAA) indicated that it would retain a consultant to conduct field measurements to respond to noise complaints. There were numerous requests from residents to have noise monitoring equipment placed for periods of time outside their homes. In 1992, the IAA determined to acquire noise monitors and implement an in-house program of periodic noise measurement. This Measure continues that approved measure from 1992, and adds to it a series of additional actions which are intended to provide a more responsive relationship with the general public and more accurate data for noise assessment when the program undergoes periodic update under Measure PM-3 below. To further this goal, the IAA desires to coordinate its noise management efforts through the development of a set of management tools based on a geographic information system which incorporates noise complaint tracking, monitored noise levels, flight track locations (as derived from periodic assessment with an aircraft operations monitoring system (ANOMS or equivalent)), and land use program action tracking, as well as periodic program reports for general public distribution.

**Approved in part.** Use of FAA Air Traffic Control data in the evaluations of ANOMS is not approved herein and must be separately negotiated between the FAA tower and airport sponsor.

**PM-3 [1992 Measure PM-3, Continued with Revision and Expansion]. Five-Year Update of NEM's and Two-Year Review of NCP (1987 NCP pages 8-43 and 8-44. 1992 NCP pages 10-2 and 10-9; Table 10A, page 10-12; and Table 10-2, page 10-13. Also 1997 NCP, pages 1-13, 3-7, 3-73 and Tables 1-9 and 3-1).** The Indianapolis Airport Authority (IAA) will continue unchanged its policy established in Measure PM-3 of the 1992 NCP to update the Noise Exposure Maps every five years, at a minimum. Originally, in the 1987 NCP, IAA proposed to update the Noise Exposure Maps every two years. From experience, it was determined that every five years would be sufficient for the NEM update. However, the earlier recommendation that IAA will conduct a formal review of the Noise Compatibility Program every two years has been retained since the 1987 NCP.

The purpose of the five-year updating of the Noise Exposure Maps is to keep the Part 150 Program current and in compliance with the update requirements of FAR Part 150. As in Measure PM-3 of the 1992 NCP, this measure will also include updating the maps in the event that extraordinary, unanticipated changes in operations occur in the interim that would appear to increase equivalent operations by at least 17 percent from existing or forecast conditions.

The Noise Compatibility Program review will consist of detailed evaluation of the program's implementation to date, significant problems and suggestions for improvements to the program. This report will be prepared by the Noise Program staff for use by the Airport Director. The five-year update will occur after conversion to an all Stage 3 fleet is completed. Data will be compiled for these updates with the tools provided under PM-3.

**Approved.** This measure is a refinement of Measure PM-3 of the 1992 NCP, previously approved by FAA.

**PM-4 [No Counterpart Measure in 1992 NCP]. Committee to Monitor/Assist in Implementation of Measures approved in the 1997 NCP pages 1-13, 3-7, 3-74 and Tables 1-9 and 3-1-).** Indianapolis Airport Authority (IAA) will establish a committee to monitor the implementation of the noise abatement and land use management measures approved as part of the 1997 NCP. This group would include night operators, Airport management and the FAA specifically, and as appropriate on specific issues, other users and the land use jurisdictions impacted by aircraft noise. The committee is intended to be a continuation of the Technical Committee established under the 1997 NCP planning process and will provide a mechanism to

assure that miscommunications and misunderstandings of various noise abatement and land use measures do not become common.

**Approved.**