Federal Aviation Administration

Memorandum

Date: May 8, 2013

From: Richard Doucette, Environmental Protection Specialist

To: Mary Walsh, Airports Division Manager

John Donnelly, Regional Counsel's Office

Subject: Tweed-New Haven Regional Airport, Part 150 Record of Approval

Attached is the Record of Approval for the Noise Compatibility Program developed by Tweed-New Haven Regional Airport.

No written comments were received during the FAA comment period.

In conformance with Regional and National procedures, AEE-1 has reviewed the draft Record of Approval and has no national policy concerns; and APP-400 has concurred with the draft Record of Approval. As soon as your concurrence is obtained, the Federal Register Notice on FAA's approval of the Noise Compatibility Program can be submitted.

John R. Donnelly — 5/9/2013 — ✓ Concur ___ Nonconcur

John Donnelly
Regional Counsel, ANE-7

Mary T. Walsh — 5/9/13 — ✓ Approved ___ Disapproved

Mary Walsh
Airports Division Manager

RECORD OF APPROVAL
14 CFR PART 150 NOISE COMPATIBILITY PROGRAM
Tweed-New Haven Regional Airport
New Haven & East Haven, Connecticut

The Tweed-New Haven Regional Airport (HVN) sponsored an Airport Noise Compatibility Planning Study under a Federal Aviation Administration (FAA) grant, in compliance with 14 CFR Part 150. HVN produced a report entitled "FAR Part 150 Noise Compatibility Study for Tweed-New Haven Regional Airport", November 2012. The Noise Compatibility Study includes both the Noise Compatibility Program (NCP) and its associated Noise Exposure Maps (NEM). These were developed concurrently and submitted to FAA for review and approval on November 13, 2012. The NEM were determined to be in compliance on November 26, 2012. This determination was announced in the Federal Register on February 6, 2013, and included:

Part 150 Noise Compatibility Program
Figure 3-24: Existing (2012) Baseline Noise Exposure DNL Contours with Land Use Areas (pg 52)
Figure 4-3: Future (2017) Baseline Noise Exposure Map

The study focused on defining an optimum set of noise and land use mitigation measures to improve compatibility between airport operations and community land use, presently and in the future. New Haven's Noise Compatibility Program consists of 21 program measures, which are comprised of 6 Noise Mitigation measures and 10 Land Use Mitigation measures, and 5 Program Management measures.

The measures listed herein are those which the airport requests FAA act upon. It should be noted approvals indicate only that the actions would, if implemented, be consistent with the purposes of 14 CFR Part 150. The FAA has provided technical advice and assistance to the airport to ensure that the operational elements are feasible (see 14 CFR 150.23(c)). These approvals do not constitute FAA funding commitments or decisions to implement the actions. The FAA will make funding eligibility determinations as funds are requested. Later decisions concerning possible implementation of measures in this Record of Approval (ROA) will be subject to all applicable environmental compliance or other procedures and requirements, including the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA).

The program measures below (shown indented) summarize the airport operator's recommendations in the noise compatibility program. The statements contained within the summarized program measures and before the indicated FAA approval, disapproval, or other determination, do not represent the opinions or decisions of the FAA. Any figures, chapters or page numbers cited in this section refer to figures in the Noise Compatibility Study document.

Noise Mitigation Measures

Measure N1 – Voluntary Noise Abatement Flight Procedures for Increased Altitudes over Communities, Section 5 page 67
There are currently no noise abatement departure procedures off any of the runways at HVN. However, an implementation of a voluntary noise abatement departure procedure would reduce the noise impact of overflights over the noise-sensitive communities surrounding the airport. From a flight profile perspective, these voluntary departure procedures would recommend preferred trajectories and altitudes to which aircraft would climb. From a two dimensional (x,y) flight track perspective, any recommended changes in departure flight tracks would provide a negligible decrease in noise in the surrounding communities. An analysis was performed by extending Runway 20 departure flight tracks so that on-course turns can only be performed after crossing the

coastline. The results of this analysis failed to produce meaningful reductions in modeled impacts at DNL noise contour levels of 65 dB and above. It is recommended that the airport put into place voluntary minimum altitude suggestions for departure procedures. Although extending the flight tracks over airport property before turning has little to no effect on modeled DNL noise exposure, creating voluntary altitude advisories over the impacted communities would help alleviate single-event noise effects over the communities.

Disapproved for purposes of Part 150. As the noise study indicates, this measure would provide little to no change in DNL noise exposure. But this does not preclude the airport authority from working with airport users and the air traffic control tower to implement voluntary procedures that may minimize noise impacts on airport neighbors. Such ongoing efforts are within the authority of the Tweed New Haven Airport Authority, and do not need FAA approval under 14 CFR Part 150.

Measure N2 – Perform a Site Selection/Feasibility Study for Noise Barriers, Section 5 page 68
A noise barrier, shown in **Figure 5-1** in the NCP, can provide relief to some airport neighbors from noise created by aircraft while on the ground, such as the use of reverse thrust, initial departure roll, and engine run-ups. At HVN, there is significant ground pre-flight run-up noise from commercial aircraft at the terminal. This noise propagates into the neighboring communities of New Haven adjacent to the airport boundary west of the airport terminal building. **Figure 5-2** in the NCP shows the locations selected for a specific point analysis performed for the Future (2017) Baseline condition at HVN. Of the four locations, Point T3 had the largest noise contribution from terminal ground operations. Seventy-five percent of all sound energy at that location is due to the terminal aircraft start-up/shut-down operations. A suitably positioned barrier could therefore reduce overall noise levels in the adjacent community. Point T1 has a noise contribution of 15% from terminal ground operations, so a sound barrier would probably not significantly reduce the overall noise at this location.

Approved for further study.

Measure N3 – Relocate or Contain GA Maintenance Run-up Operations, Section 5 page 70
Relocating these run-up operations to a designated area west or southwest of the current area would reduce the noise impact to the community. There are approximately 10 parcels in East Haven within the 65 dB DNL contour affected by these maintenance run-up operations, and relocating these operations to an area further away from this community would decrease the noise. If relocation is not feasible, a contained run-up enclosure on the GA ramp may be considered. A ground run-up enclosure is a facility that is designed to house aircraft during engine maintenance activities. It is typically constructed of sound absorbing materials on three sides and open to the predominant wind direction. These facilities absorb and reflect sound from aircraft maintenance run-ups to the benefit of nearby noncompatible land uses. But due to the low number of houses in the 65 dB contour affected by the maintenance run-ups, and the potentially high cost for an enclosure, it is recommended that the enclosure be considered only as a last resort if the maintenance run-up operations cannot be moved from their current location. If Measure N2 is adopted, and the feasibility study determines that a barrier adjacent to the airport property, next to the Robinson Aviation building is feasible, practical, and approved, then this measure would no longer be necessary since modeled DNL noise would be reduced in the subject area due to the noise barrier. Similarly, if this Measure (N3) is implemented and the maintenance run-ups are relocated, then a noise barrier northeast of the Robinson Aviation building may no longer be needed.

Approved in Part. A decision on relocation of the maintenance run-ups should be made first. If that is not feasible, the 10 homes in Zone C could be sound insulated as recommended in Measure L2. If that is not feasible, the cost and effectiveness of the sound barrier recommended in Measure N2

should be considered. A maintenance run-up sound enclosure does not appear cost effective at this time and is not approved.

Measure N4 – Feasibility Study for Potential Relocation of Helipad Operations, Section 5 page 71
Currently, the helipad is near an impacted community with approximately 10 parcels on Victor Street within the modeled DNL 65 dB contour. There are approximately 4 helicopter flights per day that use this helipad for the Future (2017) Baseline condition. Relocating this helipad and the helicopter arrival and departure operations associated with the helipad to a designated area west or southwest of the current area could potentially reduce the modeled DNL impacts on the community. It is recommended that a feasibility study be performed to analyze various alternative helipad locations along with operational profiles for the optimal implementation of Helipad operations. The study would take into account the viability of the alternative helipad locations from both noise and safety standpoints, but also operational alternatives such as hover taxi operations. In addition, the analysis will have to rely on advanced modeling tools to take into account the specific noise and performance characteristics of helicopters in order to identify accurate alternatives for this measure.

To show the impact that moving the GA maintenance run-up location and the helipad has on the community, an analysis was performed with both the maintenance location (N3) and helipad location (N4) moved approximately 500ft to the southwest of their current location. **Figure 5-3** in the NCP shows a comparison of the adjusted and baseline contours. The DNL 65 dB contour of the Future (2017) Baseline is shown as the solid contour while the DNL 65 dB contour that has the maintenance run-ups and helipad location moved 500ft southwest is the dashed contour. It is clear from the figure that by moving the run-up and helipad operations, the contour shrinks nearly 300 ft at the bulge in the baseline contour. Measures N3 and N4 have the potential to remove all 10 parcels exposed north of the Robinson Aviation building to outside of the DNL 65 dB noise exposure contour. It is recommended that both the maintenance run-up location and the helipad location be moved at least 500 feet west or southwest of their current locations to lessen the exposure in the community north of the Robinson Aviation building.

Approved for further study.

Measure N5 - Encourage the use of GPS, RNAV, WAAS, and FMS enabled procedures to enhance noise abatement navigation, Section 5 page 74
This measure would encourage the creation and use of advanced navigation techniques for implementation at the airport. The use of RNAV, GPS, FMS, and WAAS systems collectively will allow the better utilization of future noise abatement departure procedures as well as more accurate approaches, with the benefit of reducing noise exposure over noise-sensitive areas.

The measure recommends the continued use of advanced navigation techniques, and as technology and its adaptation increases, the airport should identify and evaluate the use of alternative arrival and departure corridors and the refinement of existing corridors. No further action would be required, and the recommendation of this measure would be a policy statement as opposed to a statement of immediate action.

Disapproved for purposes of Part 150. Based on the information presented, it is unclear if this would result in a change in DNL noise exposure. But this does not preclude the airport authority from working with airport users and the air traffic control tower to encourage the use of advanced navigation techniques, which may minimize noise impacts on airport neighbors. Such ongoing efforts are within the authority of the Tweed New Haven Airport Authority, and do not need FAA approval under 14 CFR Part 150.

Measure N6 – Establish a Voluntary Curfew for Night Flights and Run-up Operations, Section 5 page 74
This measure recommends a voluntary curfew at the airport to reduce operations that occur during acoustic night (10pm – 7am). During those hours, operations have a higher contribution to the overall DNL because aircraft overflights are more intrusive at night. Currently, 28% of commercial flights and 4% of non-commercial flights occur during acoustic nighttime. This voluntary curfew could also reduce the number of terminal and pre-flight run-ups that occur late at night or early in the morning, but it would be subject to the cooperation of airport users and aircraft operators.

Disapproved for purposes of Part 150. Based on the information presented, it is unclear if this would result in a change in DNL noise exposure. But this does not preclude the airport authority from working with airport users encourage voluntary efforts, such as nighttime restrictions, which may minimize noise impacts on airport neighbors. Such ongoing efforts are within the authority of the Tweed New Haven Airport Authority, and do not need FAA approval under 14 CFR Part 150.

Land Use Mitigation Measures

Measure L1 – Offer Voluntary Acquisition to Residential Structures within the Modeled Future (2017) DNL 70 dB Noise Exposure Contour, Section 5 page 75
Voluntary acquisition programs are generally instituted in the most impacted areas around an airport, usually defined as those within the modeled DNL 75 or 70 dB noise exposure contour. The programs are voluntary, and are subject to the provisions set forth in the *Uniform Relocation Assistance and Real Property Acquisition Policies Act* (49 CFR Part 24) (Uniform Act). This measure would offer voluntary acquisition to the residential land uses located within and immediately contiguous to the modeled DNL 70 dB noise exposure contour. There are approximately 14 parcels affected by this measure in the residential area west of the terminal and east of Stewart Street and only one parcel affected southwest of the airfield on Morris Causeway, identified in **Figure 5-4** in the NCP.

Approved.

Measure L2 – Voluntary Sound Insulation of Residential Structures within the Modeled DNL 65 dB Noise Exposure Contour and Contiguous Areas, Section 5 page 79
A voluntary sound insulation program is an airport-sponsored program designed to reduce the interior audibility of aircraft overflights through modifications and replacement of building materials. In its most common form, a voluntary sound insulation program reduces the ability of sound energy to enter a structure through replacement of windows and sealants, the addition of efficient climate control systems, the reduction of structural air passages (modifications to venting), attic or wall insulation, and the installation of solid core doors. Windows and doors, as well as the seals that surround them, are the most common elements of an effective program. It is important to note that this program is completely voluntary, and homeowners who are eligible for the program are not required to participate.

The goal of a voluntary sound insulation program is to reduce the interior intrusion of aircraft overflights to a point that minimal interference with daily activities, such as telephone conversations, watching television, and sleep, occur. The FAA Program Guidance Letter, as described in Section 1.1, clarifies the two-step procedure for defining eligibility as described in the AIP Handbook, namely that: a) structures must be located within the current modeled DNL 65 noise contour, and (b) current interior noise levels must be DNL 45 or greater. Sound insulation, as well as other types of remedial mitigation, is generally only applicable to structures which have been found to be adversely affected by aircraft noise through the completion and approval of an

NCP. Generally, only those structures within the modeled DNL 65 dB noise exposure contour are eligible; however, the FAA allows for a 'humanizing' of the sound insulation boundaries to avoid the disruption of contiguous neighborhoods.

Four zones have been identified, based on their location around the airfield. Zone A[1] is the largest area located to the west of Runway 02/20 and to the north, west, and southwest of the terminal. Zone B is located to the north of Dodge Avenue northeast of Runway 02/20. Zone C is located along Victor Street just north of the Robinson Aviation building, and Zone D is located southwest of Runway 02/20. The sound insulation zones are identified in **Figure 5-5** in the NCP, and depicted in the table below.

Potentially Eligible Residential Structures

Zone	Residences
Zone A	101
Zone B	13
Zone C	10
Zone D	65
Total	189

Source: Wyle, 2012

Approved. Approved for homes constructed before October 1, 1998. The FAA's policy published in the Federal Register April 3, 1998 (Volume 63, Number 64), states that the FAA will not approve federal funding to mitigate noise-sensitive land uses constructed after October 1, 1998. The specific identification of structures recommended for inclusion in the program and specific definition of the scope of the program will be required prior to approval for federal funding.

Measure L3 – Remedial Easement Acquisition, Section 5 page 82
The primary vehicle for obtaining avigation easements in a 14 CFR Part 150 mitigation program is in exchange for sound insulation improvements. However, due to the voluntary nature of the sound insulation program (Measure L2), property owners may elect to decline participation in the program for various reasons, such as having previously performed home renovations. In such cases, an airport sponsor may elect to offer the property owner a one-time fee in exchange for an avigation easement. With the signing of an avigation easement, a property owner gives the airport the right of flight over the property, and also, in some cases, agrees to a restriction of future modifications or changes of land use. An airport will then hold the easement until sold or released. The avigation easement, as a legal document, would be attached to the property deed and, in the case of sale of the property, would be transferred to any future owners. As with all land use mitigation measures, this program is completely voluntary.

Approved.

Measure L4 – Sound Insulate Educational Facility, Section 5 page 83
The Shoreline Clinical Day School and East Haven Adult Education both rent out the same facility in a commercial/industrial center at 290 Dodge Ave in East Haven. This measure recommends that the airport investigate the feasibility of sound insulating this facility if it is deemed eligible for mitigation. This facility is located inside the modeled DNL 65 dB noise exposure contour, so could be deemed eligible for sound insulation provided it is possible to insulate only the one facility and not the entire industrial center. The school facility location is shown on **Figure 5-6** in the NCP.

[1] Zone A includes 14 parcels located within the DNL 70 dB noise exposure contour. These residences are identified as potentially eligible for participation in the Voluntary Acquisition Program (Measure L1). Should they accept, no sound insulation would occur as the properties would be acquired and removed.

It is recommended that the airport perform acoustic testing in order to determine if the facility is eligible for sound insulation. The first step in the process would be to perform a feasibility study, which would identify the building noise level reduction and the impacts of aircraft noise, and also identify the times the facility is open and use of the facility by the community.

Eligibility for sound insulation of noise sensitive facilities is determined not only by the building's NLR, but also on the use of the facility. For example, a facility that is only in use during evening hours when aircraft activity is low may not be deemed eligible. Pending the results of the feasibility study, and ultimately, Town of East Haven and FAA approval of the proposal, the design phase, which identifies the type of modifications needed to meet FAA guidelines, would begin, followed by construction and a post modification evaluation.

Disapproved. The educational facility operates in leased space, located in an industrially-zoned area. Such an arrangement appears to be a temporary land use. Under these circumstances, the FAA cannot fund sound insulation.

Measure L5 - Preventive Easement Acquisition, Section 5 page 84
Similar to the acquisition of easements through sound insulation and purchase assurance programs, easements can be acquired in order to prevent future incompatible development in specified areas. In the case of easement acquisition of undeveloped or compatible land uses, they can act as a deterrent for future incompatible development. This measure would allow the Airport Authority, City of New Haven and Town of East Haven to prevent future incompatible development within or adjacent to the DNL 65 dB noise exposure contour without proper sound attenuation materials or other development controls.

Approved.

Measure L6 – Modify Existing Zoning within the Modeled DNL 65 dB Noise Exposure Contour, Section 5 page 85
A very common and effective method for reducing both existing and potential noise-sensitive development in the vicinity of airports is modification of the existing zoning code. A zoning code establishes permitted and non-permitted uses in geographic areas surrounding an airport, and includes regulations pertaining to elements such as height, density, and siting of buildings. A community relies on its zoning code to promote orderly growth and safe separation of many differing types of land uses. When considering airport noise issues, various approaches to conventional zoning are often considered. Zoning for compatible land uses within a specified boundary, such as the DNL 65 dB noise exposure contour, entails eliminating zoning designations that would allow for noncompatible development, such as residential districts. Changing these zoning designations from an incompatible land use to a compatible land use, such as commercial or industrial, would promote compatible land uses in noise sensitive areas. Alternatively, a jurisdiction may not desire to eliminate the feasibility of incompatible development, but may rather reduce the density of permitted residential units or to increase the size of residential lots in areas near the airport.

An analysis of zoned land within the DNL 65 dB noise exposure contour indicated that approximately 44 acres of incompatibly zoned land uses are within the contour. The majority of the land is developed, but there is potentially undeveloped Residential (RA, RB, or RC) zoned land inside the DNL 65 dB contour. **Figure 5-7** in the NCP shows the current zoned land use areas surrounding the airport.

Following the completion of the NCP, the City of New Haven and Town of East Haven should evaluate those parcels of land which, although currently undeveloped, have the potential to be

developed as a non-compatible land use within the DNL 65 dB noise exposure contour. Where the possibility of development exists, the municipalities should attempt to work with landowners to change the zoning of the land to avoid future incompatibilities.

Approved. The FAA encourages comprehensive land use planning, but has no control over local land use planning decisions. This measure is within the authority of the City of New Haven and the Town of East Haven.

Measure L7 - Voluntary Undeveloped Land Acquisitions, Section 5 page 88
Preventive land acquisition works in a manner similar to preventive easement acquisition, and the two are often paired prior to resale or development of potentially incompatible land. In some instances, land may become available for purchase in a noise-sensitive area, and in order to prevent future incompatible development, an airport or sponsor may choose to purchase the land and apply land use controls designed to discourage incompatible development. There is an area of undeveloped land northwest of the airfield along the entire length of Raynham Hill Drive off of Townsend Avenue. Additionally, there are several scattered parcels in the study area that are vacant properties. Factors to consider in this measure include the amount of available land, the ability of an airport or jurisdiction to make available the funds required to purchase the land, and the development potential of the land in question. Land uses that are generally compatible with airport options may not need to be purchased, as their noncompatible development potential is low. Generally, these types of purchases are eligible for AIP funding; however, the airport may be obligated to utilize the funds resulting from the sale of the land for other noise mitigation purposes or return the funds to the Aviation Trust Fund.

Approved.

Measure L8 - Airport Noise Overlay District, Section 5 page 88
This measure recommends that the City of New Haven and Town of East Haven pursue the development of an Airport Noise Overlay District (ANOD) based on the Future (2017) Noise Exposure Contour. An Airport Noise Overlay District can require noise-level disclosure in real estate transactions, and could also require specified noise level reduction in the construction of new structures or the modification of existing structures. The measure can also prohibit non-compatible development within a specified boundary, such as the modeled DNL 65 dB noise contour, or establish "buffer zones" that impose restrictions on noise-sensitive development in the area between the non-compatible area and the fully compatible areas beyond. Typical elements of an airport noise overlay district include a statement of purpose and intent, definitions of common terms, applicability, permitted uses as well as exemptions and nonconforming structures, a permitted use table, and NLR requirements.

Airport Staff will need to work in conjunction with City of New Haven and Town of East Haven officials and staff, and ultimately, the public in order to define the goals, restrictions, and boundaries of an Airport Noise Overlay District. Primarily, consensus on the boundary of an overlay district, whether defined as the DNL 65 dB of the Future (2017) Noise Exposure Contour or a geographic boundary that encompasses areas considered by the City of New Haven to be noise sensitive land uses, needs to be identified. Following that determination, various types of land use restrictions need to evaluated, including potential restrictions on new non-compatible development, noise disclosure, acquisition of easements, and limitations on modifications to existing structures. Finally, the issue of identifying a buffer zone beyond the limits of areas considered to be impacted by noise exposure should be considered. Ultimately, the recommendations can be presented to city officials, at which time the ANOD would be subject to the standard public process of all changes to the city zoning regulations.

Approved. The FAA encourages comprehensive land use planning, but has no control over local land use planning decisions. This measure is within the authority of the City of New Haven and the Town of East Haven.

Measure L9 - Real Estate Disclosure, Section 5 page 89
This measure directs the Airport Manager to pursue the implementation of real estate disclosure through both coordination with local real estate professionals to include information about airport noise and overflights, and through the inclusion of a noise disclosure ordinance attached to a property deed.

Real estate notices are an effective means of acknowledging potential impacts from aircraft overflights in an area surrounding an airport to prospective property owners. Real estate disclosure notices, if implemented by local or State real estate associations, can effectively incorporate information about aircraft overflights, the location of the property in relation to the airport or flight patterns, and potential effects in either a legal document (through an easement) or in real estate marketing materials.

Noise disclosure ordinances typically address property either within the 65 DNL noise exposure contour, which is considered incompatible with airport operations according to Federal guidelines, or in other predefined boundaries around an airport. At the municipality's discretion, the disclosure ordinance should be expanded to include property within the proposed Airport Noise Overlay District.

Approved. The FAA encourages comprehensive land use planning, but has no control over local land use planning decisions. This measure is within the authority of the City of New Haven and the Town of East Haven.

Measure L10 – Recommend Building Code Modifications, Section 5 page 90
Modifications to building codes can include elements to address the inclusion of sound insulation materials, such as windows and doors with higher Sound Transmission Class (STC) ratings and other elements designed to reduce the transmission of sound from the exterior environment to the interior of a structure. Building code revisions only address new construction and significant modifications to existing structures. The City of New Haven and Town of East Haven, in accord with all other jurisdictions in Connecticut, adhere to the Connecticut State Building Code as its guiding document. All construction and renovation of detached one and two family homes are regulated by the Board of Building Regulations and Standards (BBRS). As such, any changes designed to address airport noise would require modifications to the state code. This measure directs the Airport Manager to engage the BBRS to encourage changes in the state building code that include requirements to address noise impacts from aircraft sources. While changes to the State building code are outside of the scope of 14 CFR Part 150, it is recommended that the airport, in conjunction with other airports around the state, further investigate the feasibility and practicality of suggesting these revisions.

Approved. The FAA encourages comprehensive land use planning, but has no control over local land use planning decisions. This measure is within the authority of the City of New Haven and the Town of East Haven.

Program Management Measures

Measure P1 – Establish a Noise Mitigation Advisory Committee, Section 5 page 91
This measure directs the airport to establish a Noise Mitigation Advisory Committee to assist with the management and communication of noise issues. The airport could solicit a group of

individuals comprising of the Airport Manager or designee, personnel from various airport tenants, including staff from Robinson Aviation, City of New Haven and Town of East Haven Planning Department staff, elected officials, and representatives from neighborhood groups or subdivisions. The mission of the committee would be to disseminate information about operations at the airport, to monitor the implementation of various mitigation measures, and to provide an ongoing dialog that links the City of New Haven and Town of East Haven and surrounding communities with Tweed Airport. It is anticipated that the Noise Mitigation Advisory Committee would meet twice per year, depending on the implementation of the mitigation measures recommended in the NCP.

Approved.

Measure P2 – Institute a Community Awareness Program, Section 5 page 92
A community awareness program consists of educational materials designed to help members of the public understand the characteristics of operations at the airport. One of the largest obstacles to airport growth and development is a lack of understanding of the type of operations at an airport. A community awareness program provides details about airport tenants, the types of operations flown, and the times of days operations are flown. Additionally, these programs share the pilot's and airport tenant's perspectives, information regarding planning and development, and any temporary construction projects that would change the typical operating conditions at the airport. This type of program could also provide detail on various noise and land use mitigation projects undertaken by the airport. This measure directs the Airport Manager to transmit information as provided in Measure P1 to the larger public in the City of New Haven and Town of East Haven.

Approved.

Measure P3 – Institute a Fly Quiet Program, Section 5 page 93
This measure recommends that the airport create and institute a Fly Quiet Program for use at the airport. A Fly Quiet Program can include a number of measures designed to educate pilots and other aircraft tenants about noise sensitive uses in the airport environs. Among the range of measures that can be included are the installation of signage at each runway end reminding pilots about the noise abatement procedures, the creation of a color-coded map that identifies noise-sensitive land uses in the airport environs, and brochures keeping airport tenants aware of noise-related community concerns, as well as encouraging the use of both NBAA noise abatement procedures and AOPA Noise Awareness Steps.

Approved. This measure is within the jurisdiction of the airport management. This approval does not imply approval of any enforcement actions to ensure compliance with flight procedures by the Airport Sponsor. Any recommended change to existing flight procedures and any flight procedures or flight tracks not already in place at HVN would need to be separately reviewed, for reasons of aviation safety and efficiency, by the FAA. Changes in flight procedures normally also need appropriate environmental analysis. Any new procedures proposed for noise abatement at HVN may not be implemented prior to a study to determine whether they can be implemented safely and efficiently, and whether they are noise beneficial. Wording for publications and signage, and location of any on-airport sign age, must be coordinated with the FAA before final issuance.

Measure P4 – Periodic Evaluation of Noise Exposure, Section 5 page 93
This measure would direct the airport to periodically update the noise exposure maps at the airport either within a five-year time frame or when operating conditions at the airport change (such as runway extensions). The implementation of this measure would ensure a continuation of the evaluation of noise exposure, and would also allow for modifications to the boundaries of various land use mitigation programs should the need arise.

Approved.

Measure P5 – Acquire and Operate a Flight Tracking System, Section 5 page 94
A flight tracking system would assist with the identification and documentation of local flight operations at HVN and with the active management of noise complaints.

Approved. This measure would provide data to the airport on existing noise and flight procedures and flight track adherence and implementation, and enable the airport sponsor to improve its ability to monitor the effectiveness of its Part 150 Program. Approval of this measure does not obligate the FAA to participate in funding the acquisition or installation of the permanent noise monitors and associated equipment upgrades. Note, for the purpose of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds.