

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
RECORD OF APPROVAL
14 CFR PART 150
NOISE COMPATIBILITY PROGRAM**



KANSAS CITY INTERNATIONAL AIRPORT

KANSAS CITY, MISSOURI

for: [Signature]
Regional Counsel, ACE-7

9-11-09
Date

☒ CONCUR NONCONCUR

[Signature]
Manager, Airports Division, ACE-600

9/14/09
Date

☒ APPROVED DISAPPROVED

**Record of Approval
Kansas City International Airport
Noise Compatibility Program**

INTRODUCTION

The Kansas City International Airport Noise Compatibility Program (NCP) describes the current and future noncompatible land uses as set forth in Title 14, Code of Federal Regulations, Part 150, *Airport Noise Compatibility Planning*. The noise compatibility program includes 2 recommended noise abatement elements, 9 land use planning elements, and 7 program management elements. The measures are summarized in pages 4-17 through 4-64 and as shown on Exhibits 4-1 through 4-8 of the NCP.

This NCP is an update to the approved 1996 part 150 NCP, which resulted in a Record of Approval (ROA) that approved 20 out of 24 measures submitted. The 1996 ROA is summarized on pages 1-17 through 1-21 of this NCP. This current NCP update evaluated the continued effectiveness of the 20 measures that were approved in the 1996 version of the NCP. As a result of that evaluation process, the existing measures from the 1996 edition were: (1) maintained and included in this updated version of the NCP; (2) modified; or, (3) not included in this updated version. All 1996 NCP measures that were maintained and included in this updated version of the NCP were, as part of the evaluation process, justified as noise beneficial. Once approved, this updated NCP will entirely supersede the NCP that was approved in 1996.

The approvals listed herein include approval of actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of 14 CFR Part 150. The approvals do not constitute decisions to implement the proposed actions or a commitment by the FAA to provide federal financial assistance for these actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations below summarize, as closely as possible, the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determination, do not represent the opinions or decisions of the FAA.

NOISE ABATEMENT MEASURES

1. NOISE COMPATIBILITY PROGRAM MEASURE: NAM-1 (Page 4-17, Table 4-4 on Page 4-73, Exhibit 4-1 on Page 4-79, and Page F-1)

Description: Noise Abatement Measure One (NAM-1) is an informal preferential runway use program to favor north flow. NAM-1 was approved by the FAA as a voluntary measure in the 1996 NCP. NAM-1 was intended to provide noise reduction south of the airport by preferred landings from the south and takeoffs to the north. NAM-1 was implemented through voluntary action by the users. NAM-1 has never been fully applied since it is entirely voluntary. NAM-1 was voluntarily implemented with the original Part 150 approval in 1996 and continued with the construction of Runway 1R/19L later. It is recommended to be continued and therefore constitutes an integral part of the overall noise management program for the airport. Because it is a continued measure, it is not expected to result in changes to the management program.

FAA Action: Approved as a voluntary measure only when weather and air traffic conditions permit. These procedures appear to apply to all aircraft at all times and are general “good-neighbor” guidance to pilots of these aircraft types. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval, and implementation requires an environmental analysis.

2. NOISE COMPATIBILITY PROGRAM MEASURE: NAM-2 (Page 4-18, Table 4-4 on Page 4-73, Exhibit 4-2 on Page 4-81, and Page F-1)

Description: Noise Abatement Measure Two (NAM-2) is a nighttime (10:00 p.m. to 6:00 a.m.) informal preferential runway use program involving landings on Runway 1L and 19L and takeoffs on Runways 1R and 19R. NAM-2 was approved by the FAA as a voluntary measure in the 1996 NCP. The intent of the originally approved measure was to route louder turbojet aircraft departures over lands that were more compatibly used and to route quieter turbojet aircraft arrivals along concentrated flight tracks over less compatibly used lands. NAM-2 was voluntarily implemented by the airports users and the ATCT. NAM-2 was voluntarily implemented with the original Part 150 approval in 1996 and continued with the construction of Runway 1R/19L later. It is recommended to be continued and therefore constitutes an integral part of the overall noise management program for the airport. Because it is a continued measure, it is not expected to result in changes to the management program.

FAA Action: Approved as a voluntary measure only when weather and air traffic conditions permit. These procedures appear to apply to all aircraft at all times and are general “good-neighbor” guidance to pilots of these aircraft types. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval, and implementation requires an environmental analysis.

LAND USE MANAGEMENT MEASURES

FUTURE LAND USE CONTROL RECOMMENDATIONS INTRODUCTION:

The Noise Exposure Maps (NEMs) show the DNL 60 and 65 dB contour to be on airport property and on undeveloped areas immediately adjacent to the airport. The NCP makes recommendations for land use measures to improve existing noise-sensitive land use impacts and prevent future impacts. These recommendations include preventing new noise-sensitive development near the airport that lie within and also beyond the DNL noise contours shown on the NEMs. Since the airport sponsor adopted the Federal guidelines designating DNL 65 dB as the level at which aircraft noise is noncompatible with residential land uses, and since the land use jurisdictions have not adopted local guidelines below the DNL 65 dB, FAA's Part 150 approval is limited to potential noncompatible land uses within the DNL 65 dB contour. Outside the DNL 65 dB contour, FAA as a matter of policy encourages local efforts to prevent new noncompatible development immediately abutting the DNL 65 dB contour, and to provide a buffer for possible growth in noise contours beyond the forecast period.

1. Measure LUMM-4 (Page 4-23, Table 4-4 on Page 4-73, Table G-2 on Page G-31, Page G-43, and Exhibit G-1 on Page G-25)

Description: Land Use Management Measure Four (LUMM-4) is to expand the *KCI General Development and Land Use Plan* to include land south of Barry Road (City of Kansas City). LUMM-4 was approved in part by the FAA in the 1996 NCP. LUMM-4 is recommended to be continued. Parts of the area were brought into the plan with the updated KCI General Development and Land Use Plan (7/08/2004) to expand south of Barry Road in selected areas. The action has not been applied to pre-existing uses that are permitted under current zoning. As a result of the new KCI Area Plan being done in coordination with the 2008 NCP, the KCI Area

Plan will include the land south of Barry Road. The continuation of this measure is not expected to adversely affect any other mitigation programs or measures and it will enhance the compatibility of land uses surrounding the airport. LUMM-4 was implemented with the original Part 150 approval in 1996, but may become obsolete with the new zoning ordinance. The intent of the measure is captured by the land use management recommendations of LUMM-20. With its discontinuation and replacement, LUMM-4 will have no contribution to future program effectiveness.

FAA Action: APPROVED. The local governments have the authority to implement this measure. The Federal government has no authority to control local land uses. This approval is limited to potential noncompatible land uses within the DNL 65 dB and higher noise contours. The local jurisdictions have the authority to pursue proposed land use controls for areas below the 65 DNL noise contour.

2. Measure LUMM-8 (Page 4-27, Table 4-4 on Page 4-74, Table G-2 on Page G-32, Page G-47, and Exhibit G-1 on Page G-27)

Description: Land Use Management Measure Eight (LUMM-8) is to rezone land acquired by Kansas City Aviation Department to GP-8, airport and conservation (City of Kansas City action). Measure LUMM-8 was approved by the FAA in the 1996 NCP. Measure LUMM-8 is to be continued with revisions to conform with proposed new zoning ordinances within the city. Individual parcels acquired by the airport under this measure have not been rezoned to GP-8. That zoning classification is being eliminated by the proposed zoning ordinance and airport property will be reclassified as AG-Conservation. The Kansas City Aviation Department should coordinate with the city's Development Department to initiate rezoning in accordance with the zoning ordinance. Rezoning of parcels to the airport zoning category should occur upon purchase by airport. LUMM-23 through LUMM-26 recommend acquisition of properties by Kansas City Aviation Department. All are recommended for rezoning under LUMM-8 upon acquisition. The continued implementation of this measure is not expected to adversely affect any other mitigation programs or measures and it will enhance the compatibility of land uses surrounding the airport. Measure LUMM-8 was implemented with the original Part 150 approval in 1996, but will become obsolete with the new zoning ordinance. As property is acquired by the Airport, it will become included within the Airport-associated zone. With its discontinuation and replacement, LUMM-8 will have no contribution to future program effectiveness.

FAA Action: APPROVED. The local governments have the authority to implement this measure. The Federal government has no authority to control local land uses. This approval is limited to potential noncompatible land uses within the DNL 65 dB and higher noise contours. The local jurisdictions have the authority to pursue proposed land use controls for areas below the 65 DNL noise contour.

3. Measure LUMM-20 (Pages 4-41 and 4-42, Table 4-4 on Page 4-75, Exhibit 4-3 on Page 4-83, Table G-2 on Page G-35, Pages G-59 and G-60, and Exhibit G-4 on Page G-61)

Description: Land Use Management Measure Twenty (LUMM-20) is to establish Airport Compatibility Overlay Districts with five tiered land use management zones within Kansas City (City of Kansas City action). This measure replaces several LUMMs of the 1996 NCP that should be discontinued upon implementation of this measure by the City of Kansas City. Measure LUMM-20 is a new measure to prevent new future incompatible development of noise-sensitive uses within the Overlay District zones. The responsible implementing party is the Kansas City Planning and Development Department. Following adoption of the 2008 Part 150 Study, Kansas City should adopt the Overlay District as proposed by this 2008 NCP. Implementation could begin upon approval by the City Council of changes to the Zoning Ordinance. LUMM-20 replaces LUMM-1, LUMM-2, LUMM-3, LUMM-5, LUMM-13, LUMM-15, and LUMM-16. The Overlay District described in LUMM-20 is not expected to adversely affect any other mitigation programs

or measures, and it will enhance the compatibility of land uses surrounding the airport. Measure LUMM-20 is crucial to the future effectiveness of the NCP as it pertains to the use management program within the City of Kansas City. It replaces many of the recommended elements of the 1996 Noise Compatibility Plan with a comprehensive noise overlay zone that incorporates density and development controls, aviation easements and building code requirements, and collaborative project review.

FAA Action: APPROVED. The local governments have the authority to implement this measure. The Federal government has no authority to control local land uses. This approval is limited to potential noncompatible land uses within the DNL 65 dB and higher noise contours. The local jurisdictions have the authority to pursue proposed land use controls for areas below the 65 DNL noise contour.

4. Measure LUMM-21 (Pages 4-43 and 4-44, Table 4-4 on Page 4-75, Exhibit 4-4 on Page 4-85, Table G-2 on Page G-35, Pages G-63 and G-64, and Exhibit G-5 on Page G-65)

Description: Land Use Management Measure Twenty-one (LUMM-21) is to establish Airport Compatibility Overlay District with three tiered land use management zones within unincorporated Platte County (Platte County action). This measure replaces several LUMMs of the 1996 NCP that should be discontinued upon implementation of this measure by Platte County. Measure LUMM-21 is a new measure that provides for establishment of the Overlay District zoning as a series of three land use management zones, as indicated on Exhibit 4-4, within unincorporated Platte County, each of which would have a defined and fixed boundary within which specific land use controls will be implemented. The intent is to create an area of no, or low risk for development into incompatible land uses within those areas that are now or expected to be exposed to aircraft noise of levels that may be intrusive to some residents. The district will include two general measures that will apply to all areas within the boundaries, as well as specific measures that apply to areas exposed to ranges of noise levels. LUMM-21 will limit new future incompatible development of noise-sensitive uses within Overlay District Zones. Following adoption of the 2008 Part 150 Study by the City of Kansas City, Missouri, Platte County should be encouraged to adopt the Overlay District as proposed by this 2008 NCP. LUMM-21 replaces LUMM-1, LUMM-5, LUMM-6, LUMM-7, LUMM-10, LUMM-12, LUMM-13, LUMM-15, and LUMM-16. The Overlay District described in LUMM-21 is not expected to adversely affect any other mitigation programs or measures and it will enhance the compatibility of land uses surrounding the airport. Measure LUMM-21 is critical to the future effectiveness of the NCP as it pertains to use management program within the Platte County. It replaces many of the recommended elements of the 1996 Noise Compatibility Plan with a comprehensive noise overlay zone that incorporates density and development controls, aviation easements and collaborative project review.

FAA Action: APPROVED. The local governments have the authority to implement this measure. The Federal government has no authority to control local land uses. This approval is limited to potential noncompatible land uses within the DNL 65 dB and higher noise contours. The local jurisdictions have the authority to pursue proposed land use controls for areas below the 65 DNL noise contour.

5. Measure LUMM-22 (Pages 4-45 and 4-46, Table 4-4 on Page 4-76, Exhibit 4-5 on Page 4-87, Table G-2 on Page G-35, Page G-67, and Exhibit G-6 on Page G-69)

Description: Land Use Management Measure Twenty-two (LUMM-22) is to establish Airport Compatibility Overlay Districts with land use management zones within Platte City (Platte City action). Measure LUMM-22 is a new measure that provides for establishment of the Overlay District zoning as a land use management zone, as indicated on Exhibit 4-5, within Platte City, which would have a defined and fixed boundary within which land use controls will be recommended. The intent is to create an area of no, or low risk for development into

incompatible land uses within those areas that are now or expected to be exposed to aircraft noise of levels that may be intrusive to some residents. The district will include two general measures that will apply to all areas within the zone boundaries, as well as specific measures that apply to areas exposed to ranges of noise levels. The general measures that apply to all parts of the district include: 1) collaborative review by Platte City Planning Department and the Kansas City Department of Aviation of development proposals within the district boundaries and to discourage development of churches, schools, nursing homes, and residential subdivisions within the overlay districts; and, 2) an airport noise area disclosure statement and aviation easement (waiver of claim) be attached to the deed for any undeveloped parcel rezoned or subdivided for residential development. Zone 1 is generally described as that area beyond the 60 DNL contour of the combined north and south traffic flow conditions or the area exposed to Maximum Noise Levels (Lmax) generated by a Boeing 737-700 noise exceeding 85 decibels, yet remaining within the area exposed to Lmax generated by a Boeing 737-700 exceeding 80 dB as modeled along all approach and departure paths used by jet aircraft using any existing or planned runway at KCI appearing on any approved ALP for 2025. Within this zone, action would include limiting residential development densities to not more than three to five units per acre. LUMM-22 will prevent new future incompatible development of noise-sensitive uses within Overlay District Zone. Following adoption of the 2008 Part 150 Study by the City of Kansas City, Missouri, Platte City should be encouraged to adopt the Overlay District as proposed by this 2008 NCP. The Overlay District described in LUMM-22 is not expected to adversely affect any other mitigation programs or measures and it will enhance the compatibility of land uses surrounding the airport. Land use issues in Platte City were not addressed by the 1996 NCP. Measure LUMM-22 is critical to the future effectiveness of the NCP as it pertains to use management program within the City of Platte City. It provides a comprehensive noise overlay zone that incorporates density and development controls, aviation easements and building code requirements, and collaborative project review.

FAA Action: APPROVED. The local governments have the authority to implement this measure. The Federal government has no authority to control local land uses. This approval is limited to potential noncompatible land uses within the DNL 65 dB and higher noise contours. The local jurisdictions have the authority to pursue proposed land use controls for areas below the 65 DNL noise contour.

6. Measure LUMM-23 (Page 4-47, Table 4-4 on Page 4-76, Exhibit 4-6 on Page 4-89, Table G-2 on Page G-36, Page G-71, and Exhibit G-7 on Page G-73)

Description: Land Use Management Measure Twenty-three (LUMM-23) is to acquire portions of four agriculturally-used parcels containing approximately 400 acres of vacant land located within the 2013 NCP 65 DNL contour and located on the north side of Interstate-29. (Kansas City Aviation Department action). Measure LUMM-23 is a new measure to acquire approximately 400 acres of vacant land located on portions of four parcels on the north side of Interstate-29 along the extended centerline of the approach to Runway 19R, as indicated on Exhibit 4-6. These properties are located within Zone 4 as described in LUMM-20 and are exposed to 65 DNL or more for the average annual day projected for 2013. The 400 acres of land that is currently zoned for compatible agricultural use predates the airport's existence, and current zoning also allows one residential unit per forty acres of land, which means that at least ten residences could be built within the 65 DNL. Also, there is a sanitary sewer trunk line that traverses the area, which is attractive for residential use, and probably the most likely development. LUMM-23 recommends that the Kansas City Aviation Department acquire fee simple title for these properties, squaring off the acquisitions to match parcel boundaries, major land boundaries or regular portions of acreage. LUMM-23 will eliminate the potential for future incompatible new development within the Overlay District Zones. Kansas City Aviation Department is the responsible implementing party. Following adoption of the 2008 Part 150 Study by the city and subsequent approval of the 2008 NCP by the FAA, the Aviation Department should initiate its established procedures to acquire the indicated property. This measure is not expected to

adversely affect any other mitigation programs or measures and it will enhance the compatibility of land uses surrounding the airport. Measure LUMM-23 is important to the future effectiveness of the NCP as it pertains to the acquisition of the remaining vacant land within the 65 DNL contour for current and forecast conditions. The action will prevent the introduction of new noise-sensitive uses into the area most affected by aircraft noise.

FAA Action: APPROVED. The local governments have the authority to implement this measure. The Federal government has no authority to control local land uses. This approval is limited to potential noncompatible land uses within the DNL 65 dB and higher noise contours. The local jurisdictions have the authority to pursue proposed land use controls for areas below the 65 DNL noise contour.

7. Measure LUMM-24 (Page 4-48, Table 4-4 on Page 4-76, Exhibit 4-6 on Page 4-89, Table G-2 on Page G-36, Page G-72, and Exhibit G-7 on Page G-73)

Description: Land Use Management Measure Twenty-four (LUMM-24) is to acquire one property of approximately 17 acres surrounded by airport property. The property is located west of NW Hampton Road south of the parallel runways. (Kansas City Aviation Department action). This action was originally recommended in the 1996 NCP as an element of LUMM-17. LUMM-24 is a new measure to acquire approximately 17 acres located within a single parcel south of the airport property and west of NW Hampton Road along the extended centerline of the approach to Runway 1L and surrounded by the airport (see Exhibit 4-6). This property is exposed to 65 DNL or more for the average annual day projected for 2013. LUMM-24 recommends that the Kansas City Aviation Department (KCAD) acquire this property as a part of the Zoning Overlay District. An offer for purchase of this property was made by the KCAD under the 1996 NCP, but the owner declined. Given the isolation of the property, it is recommended that the offer again be extended, and if again declined, that the offer be modified to offer the owner a life estate, acquire a first right of refusal in the sale, or an acquisition with lease back at a nominal rent for the life of an occupant. LUMM-24 will prevent the introduction of new future incompatible development within an area exposed to more than 65 DNL for the average annual day of operation. Kansas City Aviation Department is responsible for the implementation. The acquisition process may begin upon adoption of the 2008 NCP by the City of Kansas City. This measure is not expected to adversely affect any other mitigation programs or measures and it will enhance the compatibility of land uses surrounding the airport. LUMM-24 is important to the future effectiveness of the NCP as it pertains to the acquisition of the final residence remaining within the 65 DNL contour for current and forecast conditions.

FAA Action: APPROVED. The local governments have the authority to implement this measure. The Federal government has no authority to control local land uses. This approval is limited to potential noncompatible land uses within the DNL 65 dB and higher noise contours. The local jurisdictions have the authority to pursue proposed land use controls for areas below the 65 DNL noise contour.

8. Measure LUMM-25 (Pages 4-49 and 4-50, Table 4-4 on Page 4-76, Exhibit 4-7 on Page 4-91, Table G-2 on Page G-37, Page G-75, and Exhibit G-8 on Page G-77)

Description: Land Use Management Measure Twenty-five (LUMM-25) is to acquire one parcel of approximately 60 acres lying within that area subject to 65 DNL for the combined north and south flow traffic conditions and located between the south boundary of the airport property and the north boundary of Tiffany Springs Park and west of NW Hampton Road. This property lies within Zone 3 as recommended by LUMM-20. The property is well situated to be added to Tiffany Springs Park at some time in the future. Given the high noise levels to which the property is now exposed, as well as its likely exposure to 65 DNL of the average annual day if Runway 1L/19R is extended by 2000 feet to the south prior to the year 2025, acquisition now is prudent. (Kansas City Aviation Department action). LUMM-25 is a new measure to acquire approximately 60 acres

located within a single parcel between the south boundary of the airport and the north boundary of Tiffany Springs Park, west of NW Hampton Road, as indicated by Exhibit 4-7. The property is also located within Zone 3 as described in LUMM-20. This property is exposed to 65 DNL for combined north or south traffic flow conditions projected for 2013, representing about half of the year in each direction, but beyond the 65 DNL of the 2013 average annual condition. A small part of the property is located within the 65 DNL contour south of the airport. LUMM-25 recommends that the Kansas City Aviation Department (KCAD) acquire this property and to be compatibly controlled until acquired by the KCAD. LUMM-25 will prevent the introduction of new future incompatible development of noise-sensitive uses within an area exposed to a daily 65 DNL for approximately one-half of a year. Subsequent to the construction of the proposed runway extension, 61 acres of potential 4(f)/303(c) impacts will be eliminated. The Kansas City Aviation Department is responsible for the implementation of this measure. Following adoption of the 2008 Part 150 Study by the city, the Aviation Department should initiate its established procedures to acquire the indicated property.

FAA Action: DISAPPROVED. The parcel of land is not within the average annual day 65 DNL on either the existing 2008 NEM or the 2013 forecast NEM; and as such, this measure is disapproved for purposes of Part 150. It is uncertain when the runway extension may be completed in the future, and it is uncertain when the parcel will lie within the 65 DNL. The parcel of land is within the sponsor's jurisdiction. The current land use is considered compatible. The implementation of Measure LUMM-20 by the City of Kansas will establish Airport Compatibility Overlay Districts with five tiered land use management zones within Kansas City, and as such, LUMM-20 will prevent this land from becoming developed incompatibly in the future. The sponsor is reminded of their federal grant obligations to maintain compatible land uses. This measure may be more appropriate as a National Environmental Policy Act (NEPA) Record of Decision (ROD) mitigation measure, or as part of an NCP update in the future when the runway development is closer to taking place, and the parcel of land is forecasted to be within the 65 DNL.

9. Measure LUMM-26 (Page 4-51, Table 4-4 on Page 4-77, Exhibit 4-8 on Page 4-93, Table G-2 on Page G-37, Page G-79, and Exhibit G-9 on Page G-81)

Description: Land Use Management Measure Twenty-six (LUMM-26) is to encourage Kansas City Parks and Recreation to acquire approximately 143 acres as shown for inclusion as part of the Tiffany Springs Park Master Plan. This area lies within Zone 3 as recommended by LUMM-20. (Kansas City Aviation Department action). LUMM-26 is a new measure. The Kansas City's Parks and Recreation Department has shown its intent to acquire 143 acres of undeveloped land by its inclusion in the Tiffany Springs Park Master Plan. The property is located between Missouri 152 and the south boundary of the Park, between NW Hampton Road and N. Childress (see Exhibit 4-8). The property lies within the area exposed to 60 DNL for the combined north and south flow conditions and within the area designated as Zone 3 of LUMM-20. Given the proximity to the airport and its location between the extended centerlines of the approaches to Runways 1R and 1L, it is recommended that the Kansas City Aviation Department encourage the Kansas City Parks and Recreation Department to acquire the property as soon as practicable. This measure will limit the introduction of new future incompatible development of noise-sensitive uses within an area exposed to frequent low level overflights. The Kansas City Parks and Recreation Department is the responsible implementing party. Following adoption of the 2008 Part 150 Study, Kansas City Aviation Department should encourage the acquisition of the indicated property for Tiffany Springs Park by the Kansas City Parks and Recreation Department (KCP&R). Upon approval of the 2008 NCP and the adoption of the Overlay Zoning Districts by the City of Kansas City, the Kansas City Aviation Department should formally encourage the Parks and Recreation Department to acquire the property for addition to Tiffany Springs Park in accordance with the park's Master Plan. LUMM-26 is not expected to adversely affect any other mitigation programs or measures. Measure LUMM-26 is important, but not crucial to the future effectiveness of the NCP. The subject property is not expected to be exposed to noise above 65

DNL, but is within the planned acquisition area of the Tiffany Springs Park Master Plan. Acquisition by the park would prevent the introduction of noise sensitive uses near the airport.

FAA Action: DISAPPROVED. The parcel of land is not within the average annual day 65 DNL on either the existing 2008 NEM or the 2013 forecast NEM; and as such, this measure is disapproved for purposes of Part 150. It is uncertain when the parcel of land will lie within the 65 DNL. The parcel of land is within the sponsor's jurisdiction. The current land use is considered compatible. The implementation of Measure LUMM-20 by the City of Kansas will establish Airport Compatibility Overlay Districts with five tiered land use management zones within Kansas City, and as such, LUMM-20 will prevent this land from becoming developed incompatibly in the future. The sponsor is reminded of their federal grant obligations to maintain compatible land uses. This measure may be more appropriate as part of an NCP update in the future when the parcel of land is forecasted to be within the 65 DNL.

IMPLEMENTATION MEASURES

1. Measure: PMM-1 (Page 4-52, Table 4-4 on Page 4-77, Table H-1 on Page H-3, and Page H-5)

Description: Program Management Measure One (PMM-1) is to maintain a system for receiving and responding to noise complaints (Kansas City Aviation Department). Measure PMM-1 was approved in the 1996 NCP, and Measure PMM-1 is recommended for continuation. The success of the Noise Compatibility Program requires a continuing effort to monitor compliance and identify new or unanticipated conditions. The airport has a well organized system of recording and responding to noise complaints. It is important for the airport management to acknowledge and respond to complaints, even if it is not possible to take remedial action. PMM-1 is currently in use. The Kansas City Aviation Department is the responsible implementing party. PMM-1 will not affect other programs or measures. Measure PMM-1 was implemented with the original Part 150 approval in 1996. This measure will continue to contribute to the effectiveness of the NCP.

FAA Action: APPROVED.

2. Measure: PMM-4 (Page 4-55, Table 4-4 on Page 4-77, Table H-1 on Page H-3, and Page H-8)

Description: Program Management Measure Four (PMM-4) is to designate airport staff position as liaison contact for noise and land use coordination with planning agencies (Kansas City Aviation Department). The concept of Measure PMM-4 was initially approved as Measure PMM-2 in the 1996 NCP, but has never been fully implemented. The implementation of this measure replaces the previous measure upon adoption of the 2008 NCP. Measure PMM-4 is new. Previously approved Measure PMM-2 generally recommended a development review function among all participants for implementation of the recommendations of the NCP. This measure provides for the appointment of a specific staff member or position designated by the Kansas City Aviation Department management to be responsible for maintaining a liaison relationship with similarly appointed members of the staffs of the three participating land use planning departments to review proposals for development of noise-sensitive uses within the area addressed by the recommended and adopted Land Use Management Measures. This measure has been implemented in part, but should be extended to include liaison relationships with the City of Kansas City, Platte County, and Platte City. While Parkville is not addressed as part of the NCP land use measures, a relationship with the planning department of Parkville should also be established to assure coordination of review in the future, should Parkville annex any of the unincorporated area of Platte County south and west of the airport. The measure will contribute

to a general review of land use compatibility with the airport environs. The measure may be implemented at any time prior to or with the adoption of the NCP. Measure PMM-4 staffs the discretionary review at the Airport. It is crucial to the continuing and long-term effectiveness of the NCP when the update is adopted.

FAA Action: APPROVED.

3. Measure: PMM-5 (Page 4-56, Table 4-4 on Page 4-77, Table H-1 on Page H-3, and Page H-9)

Description: Program Management Measure Five (PMM-5) is to designate planning staff position as liaison contact for noise and land use coordination with Airport (Kansas City Planning Department, Platte County Planning, and Platte City Planning). The concept of Measure PMM-5 was initially approved as Measure PMM-2 in the 1996 NCP, but has never been fully implemented. The implementation of this measure replaces the previous measure upon adoption of the NCP. Previously approved Measure PMM-2 generally recommended a development review function among all participants for implementation of the recommendations of the NCP. This measure provides for the appointment of a specific staff member or role designated by the Kansas City Planning Department, Platte County planning, and Platte City planning, management to be responsible for maintaining proposals for development of noise-sensitive uses within the area addressed by the recommended and adopted Land Use Management Measures under or adjacent to their jurisdiction. This measure has been implemented in part within the City of Kansas City, but should be extended to include liaisons within Platte County and Platte City. The measure will contribute to a general review of land use compatibility within the airport environs in the jurisdiction of each body. Kansas City Planning Department, Platte County Planning and Platte City Planning are the responsible implementing parties. The measure may be implemented at any time prior to or with the adoption of the NCP. Measure PMM-5 is new and staffs the discretionary review at the planning agencies. It is crucial to the continuing and long-term effectiveness of the NCP when the update is adopted.

FAA Action: APPROVED.

4. Measure: PMM-6 (Pages 4-57 and 4-58, Table 4-4 on Page 4-78, Table H-1 on Page H-3, and Page H-10)

Description: Program Management Measure Six (PMM-6) is to implement a review process for development proposals within the land use compatibility zones approved within any jurisdiction (Kansas City Aviation Department, Kansas City Planning Department, Platte County Planning, and Platte City Planning). Measure PMM-2 was initially approved in the 1996 NCP, and its concept has been revised and expanded as Measure PMM-6. PMM-6 is a new measure. Previously approved Measure PMM-2 from the 1996 NCP recommended ongoing and frequent consultations between the Kansas City Aviation Department and the surrounding land use jurisdictions to assure the review of development proposals for their compatibility with aviation operations and noise effects. As a part of the 2008 Part 150 process, a series of meetings have been held with Platte County, Platte City, and Parkville to gather input and maintain dialogue among the jurisdictions. The implementation of the recommendation will result in coordinated consideration of the compatibility-related effects of the development of any noise-sensitive uses within the airport environment during the project review processes undertaken by the planning agencies prior to approval of zoning or platting actions. Kansas City Aviation Department, Kansas City Planning Department, Platte County planning, and Platte City Planning are the responsible implementing parties. Those individuals filling the liaison functions described in PMM-4 and PMM-6 should facilitate an ongoing dialogue among Platte County, Platte City, Parkville, Kansas City Aviation Department, and Kansas City Development Department. From the dialogue should come a framework and a process for reviewing development proposals within the land use compatibility zones, as well as a process for communication among the affected

parties. The review process will require the designation of Planning Department staff and Aviation Department staff and creation of framework and process. Measure PMM-6 is new and provides for the jurisdictional adoption of the land use management overlay zones. It is fundamental to the success of the continuing and long-term effectiveness of the new LUMMs of the NCP when the update is adopted.

FAA Action: APPROVED.

5. Measure: PMM-7 (Pages 4-59 and 4-60, Table 4-4 on Page 4-78, Table H-1 on Page H-4, and Pages H-11 and H-12)

Description: Program Management Measure Seven (PMM-7) is to initiate an update of the Noise Exposure Maps every five years or when equivalent (daytime + ten times nighttime) operations grow more than 17 percent above 2006 levels (Kansas City Aviation Department). Measure PMM-7 refines and revises Measure PMM-3, which was adopted as part of the 1996 NCP. PMM-7 is a new measure. This alternative proposes that the Kansas City Aviation Department (KCAD) monitor the number of operations that occur during the daytime (07:00 a.m. through 9:59 p.m.) and nighttime (10:00 p.m. through 6:59 a.m.) each year. The information may be obtained with the assistance of the Kansas City International Airport Air Traffic Control Tower management through its records of operations per hour. After the day and night data has been compiled, the equivalent number of operations may be computed by adding the number of daytime operations to ten times the number of nighttime operations. If the resulting sum exceeds 440,500 at any time through the year 2012, the KCAD should undertake to revise the Noise Exposure Maps (NEMs) to reflect current traffic levels. If the resulting sum has not exceeded 440,500, the NEMs should be updated in 2013. Subsequently, should the number of annual equivalent operations exceed the number of equivalent operations represented by the then-current NEM for existing conditions by 17 percent or more, the contours should again be updated to reflect the most current noise exposure patterns. The growth of 17 percent of equivalent operations represents an increase of approximately 0.7 DNL at any location within the airport environs. As a matter of reference, it should be noted that the equivalent number of operations forecast by the 2008 Master Plan update for the year 2013 is 457,000, an increase of 21 percent over 2006 levels. The measure is intended to assist in the monitoring of changes in compatibility occasioned by increases (or decreases) of airport noise exposure levels associated with increasing operations. Once adopted, the KCAD will monitor annual activity levels for daytime and nighttime hours, compute the equivalent operations totals, and compare the annual results for the preceding year against the 2006 total operations level of 376,500. If the annual equivalent operations total reaches or exceeds 440,500 prior to the year 2013, the KCAD should update of the NEMs for that year and five years into the future. If the level of 440,500 equivalent operations has not been reached by the beginning of the year 2013, the process should be initiated in that year. The effort will include a reevaluation of the Master Plan forecasts to evaluate their acceptability for noise projection purposes for the future condition. Modifications of noise contours in the future may result in the inclusion of additional properties within the programs of acquisition provided by LUMM-17 and LUMM-18. Measure PMM-7 provides criteria to identify the timing for updates of the NEMs. It is important to the continuing and long term effectiveness of the NCP when the update is adopted.

FAA Action: APPROVED. The FAA points out that 14 CFR Part 150 was revised in 2004. Besides the Part 150 regulation's requirement to update NEMs when noise significantly increases, Part 150 also now requires NEM amendments if noise significantly decreases (14 CFR 150.21(d)).

6. Measure: PMM-8 (Pages 4-61 and 4-62, Table 4-4 on Page 4-78, Table H-1 on Page H-4, and Pages H-13 and H-14)

Description: Program Management Measure Eight (PMM-8) is to initiate an update of the Noise Compatibility Program every ten years or when/if equivalent (daytime + ten times nighttime) operations in any single year exceed that year's forecasts by more than 40 percent (Kansas City Aviation Department). Measure PMM-8 refines and revises Measure PMM-3, which was adopted as part of the 1996 NCP. Alternative PMM-8 is a new alternative. The alternative proposes that the Kansas City Aviation Department (KCAD) monitor the number of operations that occur during the daytime (7:00 a.m. through 9:59 p.m.) and nighttime (10:00 p.m. through 6:59 a.m.) each year. The information may be obtained with the assistance of the Kansas City International Airport Air Traffic Control Tower management through its records of operations per hour. After the day and night data has been compiled, the equivalent number of operations may be computed by adding the number of daytime operations to ten times the number of nighttime operations. If the resulting sum exceeds the forecast number of operations for any future year by more than 40 percent, the KCAD should undertake to revise the NCP to reflect current traffic levels and potentially changing patterns of noise exposure. The growth of 40 percent of equivalent operations represents an increase of approximately 1.5 DNL at any location within the airport environs. The measure is intended to assist in the monitoring of changes in compatibility occasioned by increases (or decreases) of airport noise exposure levels associated with increasing operations. The KCAD will monitor annual activity levels for daytime and nighttime hours, compute the equivalent operations totals, and compare the annual results for the preceding year against the forecast total operations level of each future year. If the annual equivalent operations total reaches or exceeds 40 percent more than the forecast level for any single year prior to the year 2018, the KCAD should update of the Noise Compatibility Program. If the level of equivalent operations has not exceeded the forecast level of equivalent operations for a single year by 40 percent prior to the year 2018, the process should be initiated to revisit the Noise Compatibility program beginning in that year. The effort will include a reevaluation of the Master Plan or any subsequent forecast of activity to evaluate their acceptability for noise projection purpose for the future condition. Modifications of NCP in the future may result in the inclusion of additional properties within the programs of acquisition provided by LUMM-17 and LUMM-18, as well as the addition or subtraction of measures from the 2008 NCP. Measure PMM-8 provides criteria to identify the timing for updates of the NCP. It is crucial to the continuing and long-term effectiveness of the NCP beyond the planning period and is intended to assure, in association with the findings of PMM-7 that additional new significant impacts do not develop within the airport environs.

FAA Action: APPROVED. The FAA points out that 14 CFR Part 150 was revised in 2004. Besides the Part 150 regulation's requirement to update NEMs when noise significantly increases, Part 150 also now requires NEM amendments if noise significantly decreases (14 CFR 150.21(d)). FAA approval of this measure does not relieve the airport sponsor of the regulatory requirements to update NEMs.

7. Measure: PMM-9 (Pages 4-63 and 4-64, Table 4-4 on Page 4-78, Table H-1 on Page H-4, and Page H-15)

Description: Program Management Measure Nine (PMM-9) is to establish an environmental information page on the airport web site. Alternative PMM-9 is a new alternative. This measure proposes that the Kansas City Aviation Department (KCAD) develop and maintain a comprehensive public information website to provide the public with on-line access to current airport environmental information, and noise abatement and land use mitigation programs. The provision of such a link from the airport's home page will provide public notice of anticipated changes in operational characteristics (e.g., runway closures or maintenance, information about new users, modifications in flight tracks or runway use, etc.) that might be introduced in the future. Further, the site may be used to provide information about other environmental initiatives, such as any Environmental Impact Statement (EIS) or Environmental Assessment (EA) information for new development on the airport, the publication of Noise Exposure Maps from this or future updates to this Part 150 Study, and announcements of public involvement opportunities

that may occur in the future. If appropriate, the site may be expanded through the years to provide additional opportunities for interactive communications with users and neighbors in seeking to provide full disclosure of noise conditions to any who are interested in developing within the vicinity of the airport. This measure contributes to better availability of information about noise levels and potential areas of conflict between noise-sensitive uses and aircraft noise. The Kansas City Aviation Department is the responsible implementing party. The KCAD could develop a community outreach for environmental information on its current web site. This alternative may be implemented at any time convenient to the airport. Measure PMM-9 is important to communicate the intent and findings of the current Part 150 program, as well as future updates and other important noise-related information, to the public. The measure will contribute to the continuing and long-term effectiveness of the NCP when the update is adopted.

FAA Action: APPROVED. Approval is limited to Part 150 information because EA/EIS information is not approvable for purposes of Part 150.