

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL
14 CFR PART 150
NOISE COMPATIBILITY PROGRAM

Westfield-Barnes Regional Airport (BAF)
Westfield, Massachusetts



<u>Patrick J. Wells</u>	<u>12/14/23</u>	<u>X</u>	<u> </u>
Patrick J. Wells	Date	Concur	Nonconcur
Deputy Asst. Chief Counsel, AGC-600			
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James Bryant Walker	Date	Approved	Disapproved
Manager, Airports Division, ANE-600			

RECORD OF APPROVAL

WESTFIELD-BARNES REGIONAL AIRPORT NOISE COMPATIBILITY PROGRAM

Introduction

The Westfield-Barnes Regional Airport Noise Compatibility Program (NCP) Update describes the current and future non-compatible land uses based on the parameters established in the Airport Noise Compatibility Planning regulations, Title 14, Code of Federal Regulations (CFR), Part 150. Preparation of this NCP Update was initiated by the City of Westfield, the airport operator, in 2022. The Final NCP Update was submitted for FAA review and approval on May 26, 2023. The FAA determined the NCP was sufficient for FAA's consideration and issued a Federal Register notice on July 11, 2023, initiating the required 60-day public comment period, which closed on September 9, 2023. This 2023 NCP Update and the recommended measures was based on the 2019 Noise Exposure Map (NEM) update accepted by the FAA on June 13, 2019. FAA's determination that the 2019 NEM update complied with the provisions of Title I of the Aviation Safety and Noise Abatement Act of 1979, as amended and 14 CFR Part 150, was published in the Federal Register on July 22, 2019 (84 FR 35177). In this 2023 NCP Update, the City of Westfield evaluated the status of recommended measures from the previously updated NCP, completed in February 2017, along with new measures and updates to the previous measures. All recommended measures in the 2023 NCP Update are intended to prevent the introduction of additional non-compatible land uses and were reviewed for consistency with 14 CFR Part 150. The final recommendations include 10 noise abatement measures, nine land use management measures, and four program management measures. Of the 10 noise abatement measures, one, the Barnes Air National Guard fighter aircraft high initial approach procedures, was disapproved because this measure would not provide a measurable benefit. More detailed descriptions and additional information on each measure can be found in Section 2 (Noise Abatement Measures), Section 3 (Land Use Management Measures), and Section 4 (Program Management Measures) of the 2023 NCP Update.

FAA approval discussed herein is for the approval of measures the City of Westfield recommends taking and this approval only indicates the recommended measures would, if implemented, be consistent with the purposes of 14 CFR Part 150. FAA approval does not constitute decisions to implement the measures, nor does it constitute a commitment by the FAA to provide financial assistance to the City of Westfield for the recommended measures. In addition, later decisions concerning possible implementation of the recommended measures may be subject to environmental protection laws and regulations or other procedures or requirements, as applicable. The measures, explained below by program element and referenced to the NCP by page number, summarize as closely as possible, the recommendations as found in the 2023 NCP Update. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determinations do not represent the opinions or decisions of the FAA. The table below is used to depict the list of measures, FAA's corresponding action measure identification from 2016.

Noise Mitigation Measures Analyzed for 2023 NCP

2023 Analyzed Measures		FAA Action	2016 Measure	Existing/ New	Implementation Status
Noise Abatement Alternatives					
NA-1	Maintain Runway Heading to East Mountain Ridge after Departing Runway 15	Approved as voluntary.	NA1	Existing	Implemented
NA-2	Prohibit the Use of Intersection Departures on Runway 33	Approved as voluntary.	NA1	Existing	Implemented
NA-3	Turn to 360-degrees Heading after Departing Runway 02	No Action at this time.	NA2	Existing	Not Implemented
NA-4	Barnes ANG Preferential Runway Use Program	Approved as voluntary.	n/a	Existing	Implemented
NA-5	Barnes ANG Fighter Aircraft "High Initial" Approach Procedures	Disapproved for Purposes of Part 150	n/a	NEW	n/a
NA-6	Barnes ANG Noise Abatement Departure Procedures	Approved as voluntary.	n/a	Existing	Implemented
NA-7	Helicopter Noise Abatement Approach Procedures to Runway 02	Approved as voluntary.	n/a	Existing	Implemented
NA-8	Helicopter Noise Abatement Departure Procedures from Runway 02	Approved as voluntary.	n/a	Existing	Implemented
NA-9	Helicopter Noise Abatement Approach Procedures to Runways 15/33	Approved as voluntary.	n/a	Existing	Implemented
NA-10	Helicopter Noise Abatement Departure Procedures to Runways 15/33	Approved as voluntary.	n/a	Existing	Implemented
Land Use Management Alternatives					
LU-1	Sound Insulate Noise-Sensitive Structures	Approved.	LU2,4	Existing	Partially Implemented
LU-2	Acquire Non-Compatible Residential Property	Approved.	LU1	Existing	Partially Implemented
LU-3	Acquire Avigation Easements	Approved.	LU3,5	Existing	Partially Implemented
LU-4	Modify Local Land Use Zoning	Approved.	LU6	Existing	Not Implemented
LU-5	Modify Local Subdivision Regulations	Approved.	LU11	Existing	Not Implemented
LU-6	Review Proposed Land Use Development w/in the 65 dB and higher contours	Approved.	LU9	Existing	Implemented
LU-7	Voluntary Acquisition of Undeveloped Land	Approved.	LU7	Existing	Not Implemented
LU-8	Voluntary Real Estate Disclosures	Approved.	LU10	Existing	Not Implemented
LU-9	Acquire the Arbor Mobile Home Park	Approved.	LU13	Existing	Not Implemented
Program Management Alternatives					
PM-1	Re-establish and Maintain a Noise Mitigation Advisory Committee	Approved.	PM1	Existing	Implemented and subsequently disbanded
PM-2	Continue the Community Awareness Program	Approved.	PM2	Existing	Implemented
PM-3	Expand the Fly Quiet Program	Approved as voluntary.	PM3	Existing	Partially Implemented
PM-4	Periodically Evaluate Noise Exposure	Approved.	PM4	Existing	Implemented

Noise Abatement Measures

NA-1 –Maintain Runway Heading to East Mountain Ridge after Departing Runway 15. Page 20.

NA-1 continues the portion of Measure N1 from the 2009 and 2017 NCPs which dealt with departure procedures for Runway 15. Measure NA-1 calls for VFR departures on Runway 15 to be directed to maintain runway heading until crossing the ridgeline (unless otherwise directed by Air Traffic Control). The intent is to provide single-event noise benefits to noise sensitive areas adjacent to the airport and along the extended runway centerlines.

FAA Action: Approved as voluntary. Approved as a voluntary measure. This measure reflects a recommended practice already in effect at the airport. Based on ATC workload, some aircraft may not utilize the voluntary procedures of NA-1. Additionally, military aircraft are not subject to the specified procedures. The Air Traffic Control Tower (ATCT) indicates they do not provide noise abatement instructions. Use of any procedures in accordance with the intended goal of this measure is subject to Air Traffic Controller discretion based on conditions in place at the time of the operation.

NA-2 – Prohibit the Use of Intersection Departures on Runway 33, Page 21.

NA-2 prohibits intersection takeoffs to maximize the altitude of aircraft as they overfly the Arbor Mobile Home Park located along the extended runway centerline. The purpose is to avoid low overflights of noise-sensitive land use areas.

FAA Action: Approved as voluntary. Approved as a voluntary measure. This measure reflects a recommended practice already in effect at the airport. The Air Traffic Control Tower indicates they do not provide noise abatement instructions, but they already prohibit intersection takeoffs. Use of any procedures in accordance with the intended goal of this measure is subject to Air Traffic Controller discretion based on conditions in place at the time of the operation.

NA-3 Turn to 360-degrees Heading after Departing Runway 02. Page 21.

NA-3 continues a previous measure where departures on Runway 02 are to be directed to turn left to a 360-degree (magnetic) heading upon crossing the airport's northern boundary, until clear of noise-sensitive facilities, after which the aircraft can proceed on-course (unless otherwise directed by Air Traffic Control).

FAA Action: No Action Required at this Time. This measure relates to flight procedures under Title 49 U.S.C. § 47504(b). This measure is under further review by FAA's Air Traffic Organization, regarding impacts to operational safety, in accordance with 14 CFR Part 150.35(a). Additional time is required to complete this review and depending on the outcome of this review, the FAA may issue a Supplemental Record of Approval with FAA's final decision on this proposed measure.

NA-4 – Barnes ANG Preferential Runway Use Program. Page 24.

Under NA-4, the City recommends formally accepting the Barnes ANG preferential runway use program as a measure of the BAF NCP. The Barnes ANG aircraft will depart Runway 02 as the preferred runway

for departures when the tailwind is 10 knots or less on a dry runway. NA-4 would provide single-event noise benefits to dwellings immediately adjacent to the airport and along the extended runway centerlines.

FAA Action: Approved as voluntary. Approved as a voluntary measure. This measure reflects a recommended practice already in effect at the airport and implemented by the Barnes ANG.

NA-5: Barnes ANG Fighter Aircraft “High Initial” Approach Procedures. Page 25.

The City is recommending an approach procedure suggested by Barnes ANG where fighter aircraft would use a “high initial” approach procedure to arrive at BAF that increases the standard pattern overhead break landing altitude from 1,800 feet AGL (above ground (airfield) level) to 4,000 feet MSL (mean sea level). The aircraft would maintain a low power setting as it descends to the airport on final approach. This could reduce the noise by as much as 3 dB, on a single-event basis, which is generally noticeable to people on the ground. The new approach is described in Figures 10 and 11 of the NCP.

FAA Action: Disapproved for Purposes of Part 150. The City indicates that this measure would have aircraft over the runway at a higher altitude but at the same position on final approach and though the procedure may reduce the noise by a noticeable amount on a single-event basis, there would be no discernible difference in the DNL 65 dB noise contour (page 26) and therefore would not reduce noncompatible land uses within this noise contour. As such, the measure does not meet the standard for approval by the FAA, in accordance with 14 CFR Part 150.33(a)(2) and 150.35. A future update to the NCP demonstrating reductions of non-compatible land use within the 65 dB DNL contour may result in the FAA reconsidering the decision for this measure.

NA-6: Barnes ANG Noise Abatement Departure Procedures. Page 26.

The City recommends formally accepting the Barnes ANG noise abatement departure procedures which include takeoffs normally made at Military power, max power (afterburner) takeoffs will be made when Take Off and Landing Data (TOLD) requires Max power; afterburner will be terminated prior to the end of the airfield border, climb at 350 knots in Military power and accomplish a normal tech order climb; aircraft will climb straight ahead to 1,300' MSL (mean sea level) prior to turnout of traffic; and unrestricted climbs will only be accomplished with safety of flight (SOF) approval and prior coordination with Airport Traffic Control Tower.

FAA Action: Approved as voluntary. Approved as a voluntary measure. This measure reflects a recommended practice already in effect at the airport and implemented by the Barnes ANG.

NA-7: Helicopter Noise Abatement Approach Procedures to Runway 02. Page 27.

The City recommends continuing the existing helicopter noise abatement approach to Runway 02. The procedure's focus is maintaining altitude of at least 1,300 feet MSL and avoiding overflight of residential areas. Helicopters would enter downwind leg 1,300' MSL (1,000' AGL) remain 2 miles east of airport runway intersection; remain east of East Mountain ridgeline; turn right base leg 2 miles south of

approach end Runway 02; avoid residential areas; and maintain 1,300' MSL (1,000' AGL) until crossing approach end Runway 02.

FAA Action: Approved as voluntary. Approved as a voluntary measure. This measure reflects a recommended practice already in effect at the airport. Use of any procedures in accordance with the intended goal of this measure is subject to Air Traffic Controller discretion based on conditions in place at the time of the operation.

NA-8: Helicopter Noise Abatement Departure Procedures from Runway 02. Page 28.

The City recommends continuing the existing helicopter noise abatement departure from Runway 02 continue as is and become a formal part of the airport's NCP. The procedure's focus is reaching an altitude of at least 1,300 feet MSL and avoiding overflight of residential areas. Helicopters would fly runway heading; expedite climb to 1,300' MSL (1,000' AGL) prior to turning crosswind leg within 1/2 mile from departure end Runway 02; and remain south of Route 202 (east-west two-lane paved road) on airport boundary.

FAA Action: Approved as voluntary Approved as a voluntary measure. This measure reflects a recommended practice already in effect at the airport. Use of any procedures in accordance with the intended goal of this measure is subject to Air Traffic Controller discretion based on conditions in place at the time of the operation.

NA-9: Helicopter Noise Abatement Approach Procedures to Runways 15 and 33. Page 29.

The City recommends continuing the existing helicopter noise abatement approach to Runway 15-33. The procedure's focus is maintaining altitude of at least 1,300 feet MSL and avoiding overflight of residential areas. Helicopter traffic pattern must remain within 1/2 mile of airport runway intersection at all times unless otherwise directed by Airport Traffic Control; helicopter traffic pattern altitude 1,300' MSL (1,000' AGL), and no straight-in arrivals to Runway 33 unless otherwise directed by Air Traffic Control.

FAA Action: Approved as voluntary. Approved as a voluntary measure. This measure reflects a recommended practice already in effect at the airport. Use of any procedures in accordance with the intended goal of this measure is subject to Air Traffic Controller discretion based on conditions in place at the time of the operation.

NA-10: Helicopter Noise Abatement Departure Procedures to Runways 15 and 33. Page 29.

The City recommends continuing the existing helicopter noise abatement departure from Runway 15-33. The procedure's focus is reaching an altitude of at least 1,300 feet MSL and avoiding overflight of residential areas. There would be no straight-out departure from Runway 15 unless otherwise directed by Air Traffic Control; fly runway heading and expedite climb to 1,300' MSL (1,000' AGL) prior to turning onto the crosswind leg within 1/2 mile of runway intersection; and remain west of East Mountain ridgeline at all times unless otherwise directed by Air Traffic Control.

FAA Action: Approved as voluntary. Approved as a voluntary measure. This measure reflects a recommended practice already in effect at the airport. Use of any procedures in accordance with the intended goal of this measure is subject to Air Traffic Controller discretion based on conditions in place at the time of the operation.

Land Use Mitigation Measures

LU-1: Sound Insulate Noise-Sensitive Structures (Page 38). Page 37.

The City recommends sound insulation as its preferred corrective mitigation measure for noncompatible residential properties. The other measures included in this NCP may be used if sound insulation is not feasible. Types of dwelling units that could be sound insulated include, but are not limited to, single-family units, multi-family units, and multi-use structures (such as those with retail on the ground floor and dwelling units above). Multi-use structures with a mix of noise-sensitive and non-noise-sensitive uses (such as an apartment over a store) are not eligible for sound insulation if the zoning of the parcel is compatible with aircraft noise, such as commercial, retail, or industrial zoning. Non-residential noise-sensitive structures, according to current FAA land use compatibility designations, include public use facilities such as schools, places of worship, libraries, daycares, and transient lodging. Sound insulation programs mitigate aircraft noise exposure by providing compatible noise environments inside structures. Sound insulation treatments may include window and door replacement, caulking, weather stripping, and positive air ventilation. In sound insulation programs funded in part by FAA AIP grants, a noise-sensitive structure is only eligible for sound insulation if it meets all the criteria set forth in Appendix R of the Airport Improvement Handbook. A noise sensitive structure is not eligible for federally funded sound insulation just by virtue of its location inside the 65 dB DNL contour. The dwelling unit must meet the following criteria:

1. Located within the 65 dB DNL contour of an FAA-accepted NEM.
2. Constructed before 10/1/1998 or before the first publication of FAA-accepted DNL contours.
3. Adherence with the local building code.
4. An average interior noise level in habitable rooms above 45 dB DNL with windows closed.

In exchange for accepting sound insulation under LUM-1, the City will require the property owner to provide an avigation easement. An avigation easement is a conveyance of airspace over another property for use by the airport. The property owner has restricted use of their property subject to the airport sponsor's easement for overflight and other applicable restrictions on the use and development of the parcel.

FAA Action: Approved. Based on the 2019 BAF NEM update, 202 residential properties are located in the DNL 65 dB and higher noise contours. However, since the FAA's approval of this NEM, the City acquired four of those residential properties. Therefore, there are 198 residential properties remaining and one place of worship potentially eligible for sound insulation treatments. This number is only a representation of non-compatible structures based on the currently accepted 2019 BAF NEM and may change either due to structures not meeting all eligibility requirements, or due to changes to noise contours based on future, periodic updates to the 2019 BAF NEM. Since the goal of sound insulation treatment is to provide an average interior noise level of DNL 45 dB or below and to provide at least a 5

dB improvement to the noise level reduction of the structure, this measure could potentially benefit these noise-sensitive structures located in the DNL 65 dB and higher noise contours.

Prior to the start of the Sound Insulation Program (SIP), the City of Westfield shall develop a policy and procedure manual (PPM) to guide SIP implementation and an acoustical testing protocol (ATP). The PPM should outline SIP objectives and priorities, community outreach process, identify and define boundaries for eligible structures in accordance with FAA Order 5100.38D Airport Improvement (AIP) Handbook (Appendix R) and the Advisory Circular 150/5000-9B, "Guidelines for Sound Insulation of Structures Exposed to Aircraft Noise" and the suggested avigation easement language. The ATP should outline the acoustical testing process to ensure the acoustical testing of residential structures is conducted accurately and efficiently. The PPM and ATP shall be provided to FAA for review and concurrence.

FAA approval of this measure is not a commitment of future federal funding under any grant-in-aid program administered by the FAA. Final determinations regarding eligibility and funding will be made at such time the City submits requests for federal financial assistance and will be dependent upon the accepted NEM at the time the request is submitted, provided the NEM can be validated for currency. For sound insulation programs funded, in part, by the FAA, residential properties are only eligible for sound insulation treatment if it meets all the criteria set forth in FAA Order 5100.38D and FAA Final Policy, "Approval of Noise Mitigation Measures Effect on the Use of Federal Grants for Noise Mitigation Projects" (63 Federal Register 16409, April 3, 1998), which states residential property constructed after October 1, 1998 and within the DNL 65 dB noise contour or above, of an NEM published prior to the property's construction, is not approved for remedial noise mitigation.

LU-2: Acquire Non-Compatible Residential Property. Page 41.

The City is recommending limited acquisition opportunities within the DNL 65 dB and higher noise contours to make properties compatible with airport operations. Acquisitions would be voluntary, and any acquisition must meet the provisions set forth in the Uniform Relocation Assistance and Real Property Acquisition Policies Act. Following the acquisition of property, a Land Use Inventory and Reuse Plan will be prepared to determine how the land can be reused in a manner that would render the properties compatible with airport operations. However, the City intends to first offer sound insulation as the preferred mitigation method, followed by easement acquisition, to maintain the neighborhoods. The City's preference is to provide sound insulation to homeowners to preserve neighborhood continuity and to retain the taxable property as residential.

FAA Action: Approved. This measure could potentially benefit at least three residential properties in the DNL 70 dB noise contour and additional residential properties in the DNL 65 dB noise contours. However, this is only a representation of structures located within the currently accepted 2019 NEM and may change either due to structures not meeting all eligibility requirements or due to a change to DNL 65 dB and higher noise contours on a future updated NEM submission. Approval of this measure is not a commitment of future federal funding under any grant-in-aid program administered by the FAA. Final determinations regarding eligibility and funding will be made at such time the City of Westfield submits requests for federal financial assistance and will be dependent upon the accepted NEM at the time the request is submitted, provided the NEM can be validated for currency.

LU-3: Acquire Avigation Easements. Page 42.

The City would acquire avigation easements from the owners of residential properties within the 65 dB DNL and higher contours as a corrective mitigation measure. Acquiring avigation easements from the owners of undeveloped land is a preventive measure against future incompatible land use, such as the development of new residential structures within the 65 dB DNL and higher contours. An avigation easement grants airspace rights to the City. If/when a property with an easement is sold, the easement is maintained on the property deed and would be applicable to any future owners. While it is preferred that an easement be combined with other forms of noise mitigation, it can be effective in eliminating non-compatible land uses if a homeowner declines other forms of program participation. There are 198 non-compatible residential properties within the current 65 dB DNL and higher contours. Given the City's preference for sound insulation, it is anticipated that the number of avigation easements acquired (that are not associated with soundproofing) will be low.

FAA Action: Approved. While avigation easements assist in the reduction and prevention of existing and future incompatible development surrounding the airport, an easement does not mitigate noise from airport operations. 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. Although not a preferred method of mitigation by itself, easements can be effective when combined with other recommended mitigation options.

LU-4: Modify Local Land Use Zoning. Page 43.

The City recommends exploring the potential modification of zoning requirements for Rural Residential (RR) District to address land use incompatibility resulting from the noise of aircraft operations. Under this measure, the City would evaluate undeveloped land with zoning classifications that are noncompatible with aircraft noise and propose compatible zoning.

FAA Action: Approved. The decision whether to pursue zoning modifications is an issue for government entities responsible for land use planning to decide. The City should work directly with any state and/or local governments that wish to develop this preventive land use measure using the FAA accepted 2019 NEM as the initial basis. Approval of this measure is not a commitment of future federal funding under any grant-in-aid program administered by the FAA. Final determinations regarding eligibility and funding will be made at such time the City submits requests for federal financial assistance. There are 293 acres of incompatibly-zoned land (residential) identified in both the 2019 and 2024 NEM (Table 4-4, Appendix A).

LU-5: Modify Local Subdivision Regulations FAA Action. Page 43.

The City is proposing to pursue the inclusion of noise disclosures and/or avigation easements to prevent new non-compatible land use when a new subdivision is approved in proximity to the Airport. A noise disclosure would ensure that prospective buyers are aware of BAF airport operations and identify the estimated noise exposure level at that property. As previously discussed, an avigation easement renders a property compatible with airport operations.

FAA Action: Approved. The decision whether to pursue modifications to local regulations so noise disclosures and/or aviation easements are included with subdivision development approvals is an issue for government entities responsible for land use planning or real estate transactions to decide. The City should work directly with any state and/or local governments that wish to develop this preventive land use measure using the FAA accepted 2019 NEM as the initial basis. Approval of this measure is not a commitment of future federal funding under any grant-in-aid program administered by the FAA. Final determinations regarding eligibility and funding will be made at such time the City submits requests for federal financial assistance.

LU-6: Review Proposed Land Use Development within the 65 dB DNL Contour and Higher Contours. Page 44.

The City is proposing that Airport staff participate in the administrative review of proposed land use development within the 65 dB and higher DNL contours to ensure land use compatibility with aircraft noise. While this measure is only advisory in nature, at a minimum it allows Airport staff to be aware of potential non-compatible land use and propose alternatives.

FAA Action: Approved. The decision whether to pursue options for BAF personnel to be included in administrative reviews of proposed land development is an issue for government entities responsible for land use planning to decide. The City should work directly with any state and/or local governments to pursue this administrative review option using the FAA accepted 2019 NEM as the initial basis.

LU-7: Voluntary Acquisition of Undeveloped Land. Page 45.

The City is proposing potential acquisition of undeveloped land within the 65 dB DNL and higher contours, to prevent future non-compatible development in areas where the land could be re-zoned and utilized for a compatible aviation use. The City would pursue this option if it appears a parcel of undeveloped land may be developed for noncompatible purposes.

FAA Action: Approved.

LU-8: Real Estate Disclosure. Page 45.

The City is proposing a policy of providing real estate disclosures to prospective buyers of noise-sensitive properties within the 65 dB DNL and higher contours, or within other area boundaries as agreed upon between the City of Westfield, the State of Massachusetts, or another responsible entity and the Airport. Understanding that it may be difficult to legally require real estate disclosures, the City would pursue a voluntary disclosure program by meeting with the local real estate brokers and salespersons and discussing the NCP and general land use compatibility concerns in the Airport area.

FAA Action: Approved. The decision whether to pursue such a policy is an issue for government entities responsible for land use planning or real estate transactions to decide. The City should work directly with any state and/or local governments to develop a voluntary disclosure program using the FAA accepted 2019 NEM as the initial basis.

LU-9: Acquire the Arbor Mobile Home Park. Page 46.

The City is proposing to pursue the acquisition of the Arbor Mobile Home Park located at 68 Klondike Ave and relocating the residents of the 60 mobile homes to relieve the residents from aircraft noise. Mobile homes cannot be adequately sound insulated, so those homes are not eligible for inclusion under LU-1.

FAA Action: Approved. This measure would decrease non-compatible land uses near the airport. Acquisition of this property and relocation of residents must meet the provisions set forth in the Uniform Relocation Assistance and Real Property Acquisition Policies Act (42 US Code 4601 et seq.) and its implementing regulations, 49 CFR Part 24 and FAA policies and procedures for relocation assistance and real property acquisition. When the City seeks financial assistance from the FAA to implement this measure, the City will be required to submit an Acquisition and Relocation Plan that provides more detailed information. The boundary and amount of land to be purchased, as well as the number of mobile homes eligible under this measure, would be finalized at that time. Approval of this measure is not a commitment of future federal funding under any grant-in-aid program administered by the FAA. Final determinations regarding eligibility and funding will be made at such time the City of Westfield submits requests for federal financial assistance and will be dependent upon the accepted NEM at the time the request is submitted, provided the NEM can be validated for currency.

Program Management Measures

PM-1: Re-establish and Maintain a Noise Mitigation Advisory Committee. Page 50.

The City proposed to re-establish the Noise Mitigation Advisory Committee (NMAC) to assist the City and Airport with the management of aircraft noise-related issues on a regular basis. The committee may serve as a vital link between the airport and communities on aircraft noise concerns. The City's NMAC responsibilities would expand to include implementation of the FAA-Approved NCP measures and monitoring adherence with the implemented noise abatement measures.

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the City.

PM-2: Continue the Community Awareness Program. Page 51.

The City proposes to continue the Community Awareness Program (CAP) for BAF, which was developed in collaboration with the FAA and representatives of nearby communities. The CAP will provide ongoing communication with the City and the FAA, seeking mutual and feasible ways to communicate changes in aircraft operations and noise. The goal of this measure is to provide a forum for neighboring communities to be made aware of airport changes and activities at BAF. Increasing the awareness of airport-related information and land use projects reduces the likelihood that new non-compatible land uses will be introduced in the future.

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the City.

PM-3: Expand the Fly Quiet Program. Page 52.

The City is proposing to expand the voluntary Fly Quiet Program for BAF, which is a collaboration among aircraft operators (pilots) and air traffic controllers that encourages the use of noise abatement flight procedures and preferential runways. The expansion would educate general aviation pilots on aircraft noise, with the goal of increasing awareness of noise effects on the surrounding community. A Fly Quiet Program also typically includes a pilot awareness campaign with promotional materials (e.g., handouts/flyers, signage, and other educational materials) to ensure pilots' awareness of the recommended noise abatement procedures at the Airport. The Program facilitates implementation of recommended noise abatement measures approved by the FAA. The Program would be used as a forum for developing and discussing noise abatement measures that may provide benefits outside of the 14 CFR Part 150 process.

FAA Action: Approved as Voluntary. Use of any procedure, including those that would be the subject of a Fly Quiet Program, is subject to Air Traffic Controller discretion based on operating conditions in place at the time of aircraft operation. Approval of this measure is not a commitment of future federal funding under any grant-in-aid program administered by the FAA. Final determinations regarding eligibility and funding will be made at such time the City submits requests for federal financial assistance and will be dependent upon the accepted NEM at the time the request is submitted, provided the NEM can be validated for currency.

PM-4: Periodically Evaluate Noise Exposure. Page 53.

The City recommends the periodic evaluation of aircraft noise exposure at BAF. Under this measure, the Airport's operations are regularly monitored to assess noise exposure and the Noise Exposure Map is updated every five years (or more frequently, if a potential change of 1.5 dB DNL or greater has occurred over noise-sensitive land uses). The FAA requires that an airport operator maintain NEMs that reflect current or reasonably projected conditions to obtain FAA funding for noise programs. Specifically, 14 CFR Part 150, Section 150.21(d), states that an airport operator shall "promptly prepare and submit a revised noise exposure map" if any change in the operation of the airport creates a "substantial, new non-compatible use" or a "significant reduction in noise over existing non-compatible uses" that is not reflected on the FAA-accepted NEM on record. The former condition reflects an increase of 1.5 dB DNL over non-compatible land uses exposed to DNL 65 or greater, while the latter condition reflects a reduction of 1.5 dB over noncompatible land uses that were formerly exposed to DNL 65 or greater.

FAA Action: Approved. The FAA retains discretion to evaluate and determine currency and accuracy of the NEMs based on information submitted by the City of Westfield so long as the City continues to seek federal funding for implementation of measures approved for this 2023 NCP Update under 14 CFR Part 150. Approval of this measure is not a commitment of future federal funding under any grant-in-aid program administered by the FAA. Final determinations regarding eligibility and funding will be made at such time the City of Westfield submits requests for federal financial assistance to update the NEMs.

END OF RECORD OF APPROVAL