1.0 INTRODUCTION

Consistent with the guidelines of *Federal Aviation Regulation (FAR) Part 150, Airport Noise Compatibility Planning*, the FAR Part 150 Study for the Buffalo Niagara International Airport (BNIA or Airport) is structured to develop two key study products:

- Noise Exposure Maps (NEMs) that depict areas exposed to existing and future aircraft-related noise; and
- A Noise Compatibility Program (NCP) that outlines strategies for reducing noise impacts on the communities surrounding the Airport.

This second volume of the FAR Part 150 Noise Compatibility Study for the BNIA presents the NCP. This volume includes the Recommended Future (2008) Noise Exposure Map (NEM) and makes specific recommendations for reducing aircraft noise levels and improving compatibility between the BNIA's operation and adjoining communities. A program for implementing the NCP also is presented and public involvement in the NCP process is summarized. For a description of exiting and future baseline noise impacts, the reader should refer to *Volume I: Noise Exposure Maps.*

1.1 NCP ELEMENTS

A wide range of options are examined for resolving noise issues pertaining to aircraft operations at the BNIA. These options include operational strategies, remedial strategies, and land use management techniques.

Informally, the Niagara Frontier Transportation Authority (NFTA) and air traffic control (ATC) personnel at the BNIA have already implemented a number of operational strategies for the purposes of mitigating the impact of aircraft operations in communities adjoining the BNIA. These strategies pertain to how the airfield is operated and generally include preferential runway use and operating restrictions. The evaluation finds that these measures should be continued. Some additional operational strategies are recommended as well.

A very important part of the NCP for the BNIA is the recommendation to undertake a program for mitigating noise impacts in areas where significant levels of aircraft noise are expected to continue. Several remedial strategy opportunities are evaluated in this volume to ameliorate the noise levels in these areas. The principal recommendation concerns a sound insulation program for residences and noise-sensitive community facilities.

Voluntary land use management techniques, such as comprehensive planning and zoning initiatives, are also examined in this volume. These techniques can be used by surrounding municipalities to discourage future development that would be incompatible with the BNIA's operation.

Together, the recommended strategies form the NCP which is submitted to the FAA for review and approval. Once the NCP is approved, the NFTA will be eligible to request federal funds to support implementation of its recommendations.

1.2 CONSULTATION AND PUBLIC INVOLVEMENT

Inherent in the FAR Part 150 Study process is participation by those most affected by aircraft noise: people who live and work in the impacted areas. The goals of the FAR Part 150 Study process can only be realized when an airport, the airlines, air traffic control (ATC) personnel, and surrounding communities work together to develop a noise compatibility plan. Participation by the local, state, and federal agencies involved with airport and community planning is also critical to the process.

To obtain input from these groups, two study committees were formed, a Technical Advisory Committee (TAC) and a Community Advisory Committee (CAC). The TAC was comprised of representatives from the BNIA's commercial passenger, cargo, and GA users, as well as the FAA Buffalo Air Traffic Control Tower, FAA New York Airports District Office, NY DOT Environmental Unit, and planning professionals

from the towns and villages located near the BNIA. Members of the TAC were tasked with providing technical input on issues under evaluation in the study. Also, these individuals represented groups that will ultimately be responsible for implementing one or more of the operational, remedial or land use management strategies. The CAC was responsible for organizing community input and ensuring that the views of area homeowners were represented in the study. Members of the CAC included local officials, neighborhood groups, community associations, homeowners associations, and concerned citizens.

In conjunction with the committees' efforts, an extensive public involvement program was implemented during the FAR Part 150 Study. Three informational newsletters were published and mailed to 3,449 homeowners residing in the noise impact areas. Three public workshops were conducted to brief community residents on study analyses and findings and to afford interested people the opportunity to comment on the study. At these meetings, members of the NFTA staff and the consultant team described the study process and recommendations. NEMs and other study materials were available for viewing. Written comments submitted by those attending the workshops were made a part of this FAR Part 150 Study Technical Report.

The first public workshop was conducted in on October 23, 2003 and introduced the study process, presented for public comment the preliminary analysis of existing noise impacts and solicited public opinion on noise issues. The Existing (2003) NEM and the Future (2008) Baseline NEM were presented for public comment at the second workshop which was held on April 29, 2004. Existing noise abatement operational measures that are informally in use were also presented at the second workshop along with a review of other operational and remedial strategies that were being evaluated. Study recommendations were presented at a workshop on September 30, 2004. A formal public hearing was held on December 8, 2004.

Chapter 6.0 of Volume II describes how public outreach efforts are reflected in the Study's recommendations and the Noise Compatibility Program. Copies of all

written comments that were received during the FAR Part 150 Noise Compatibility Study for the BNIA, as well as written responses to these comments are provided in the appendices to this document.

1.3 STUDY DOCUMENTATION

Volume II is organized as follows. Chapter 2.0 identifies operational noise control strategies evaluated for use at the BNIA. Remedial actions for incompatibilities that will remain in the noise impact area are evaluated in Chapter 3.0. Chapter 4.0 discusses land use management strategies that can be used to preclude the development of more incompatible uses in noise impact areas. Chapter 5.0 outlines an implementation plan for the NCP, describing the steps that should be followed to effectively carry out the recommended actions. Parties responsible for accomplishing these steps are also identified in Chapter 5.0, along with a schedule for implementation. Chapter 6.0 details public involvement efforts completed during the development of the NCP.