

## **5.0 IMPLEMENTATION PLAN**

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The Implementation Plan for BNIA's Noise Compatibility Program (NCP) specifies each measure that should be implemented over the course of the program and designates the parties responsible for implementing each measure. The estimated costs, anticipated funding sources, and schedule for implementing these measures are also identified.

The Implementation Plan summarizes the actions necessary to implement the operational, remedial, and land use management strategies that are recommended in the preceding chapters. The Implementation Plan culminates with a schedule for undertaking the actions recommended in the NCP.

### **5.1 IMPLEMENTATION OF OPERATIONAL STRATEGY RECOMMENDATIONS**

Chapter 2.0, Recommended Operational Strategies, evaluates strategies for minimizing aircraft noise impacts on sensitive uses in the Airport's environs and identifies the most appropriate and effective operational measures.

The recommended operational strategies are summarized in **Table 5.1-1**. The relative contribution of each measure is noted, along with associated actions, cost, implementation timing, and responsibilities for implementation.

The recommended operational strategies are intended to be applied during normal Airport operations. These procedures may not be implemented during certain periods of airfield operation, such as runway maintenance, construction, severe weather or other unexpected or unusual circumstances. Additionally, these procedures would not be utilized when safety (e.g., during a missed approach) or capacity issues are a concern.

Implementation of the operational strategies requires the continued cooperation of the ATC personnel at the BNIA, and the airlines serving BNIA. The actions associated with implementation of the operational strategies are discussed below.

TABLE 5.1-1

**Buffalo Niagara International Airport  
IMPLEMENTATION PLAN SUMMARY**

Selected Program Measure	Relative Contribution	Associated Actions	Cost	Implementation Timing	Responsibility
<i>I. Implement Operational Measures</i>					
Quiet Time Designated as 10:00 p.m. to 6:00 a.m.	Extends time related to preferential runway use and limit on engine maintenance run-ups. The additional hour of Quiet Time enhances the benefits of these two current informal noise measures. <i>(Quiet Time should not be interpreted as being a cessation of all activity.)</i>	Develop specific tower order language and integrate into air traffic controller training.	Administrative costs	Quiet Time is already in use for 11:00 p.m. to 6:00 a.m. Extend to 10:00 p.m. to 6:00 a.m. at the earliest practical date.	NFTA jointly with FAA Air Traffic Control Tower
Preferential Runway Use	Diverts aircraft from Runway 14/32 which has extensive incompatible uses in its approach/departure paths.	Develop specific tower order language and integrate into air traffic controller training.	Administrative costs	Already in place informally. Extend to new Quiet Time hours at earliest practical date.	NFTA jointly with FAA Air Traffic Control Tower
Preferential Departure Corridors	Minimizes aircraft operations over noise-sensitive areas.	1. Develop Standard Instrument Procedures and “Jeppesen” style chart with appropriate graphics and text. 2. Develop specific tower order language and integrate into air traffic controller training. 3. Coordinate with FBOs for distribution to local and visiting pilots.	1. Administrative costs 2. Administrative cost 3. \$15,000 printing	Earliest practical date  Earliest practical date  Earliest practical date	1. FAA Flight Standards Office 2. NFTA jointly with FAA Air Traffic Control Tower. 3. NFTA and Fixed Base Operators at the BNIA.
Preferential Arrival Corridors	Minimizes short turns onto final approach over noise sensitive areas.	1. Develop Standard Instrument Procedures and “Jeppesen” style chart with appropriate graphics and text. 2. Develop specific tower order language and integrate into air traffic controller training. 3. Coordinate with FBOs for distribution to local and visiting pilots.	1. Administrative costs 2. Administrative cost 3. \$15,000 printing	Already in place informally.	1. FAA Flight Standards Office 2. NFTA jointly with FAA Air Traffic Control Tower. 3. NFTA and Fixed Base Operators.

**TABLE 5.1-1 (continued)**  
**Buffalo Niagara International Airport**  
**IMPLEMENTATION PLAN SUMMARY**

<b>Selected Program Measure</b>	<b>Relative Contribution</b>	<b>Associated Actions</b>	<b>Cost</b>	<b>Implementation Timing</b>	<b>Responsibility</b>
Restrict engine maintenance run-ups during Quiet Time	Minimizes aircraft run-ups during nighttime periods.	Install airfield signage to inform pilots of run-up restrictions and noise sensitive taxiing procedures.	\$1,000 per sign	Procedure already in place. Install signs in conjunction with airfield electrical project.	NFTA
Restrict high speed and high power taxiing on ramps and taxiways in the cargo and general aviation areas	Minimizes aircraft ground noise adjacent to noise - sensitive areas near the Airport.	Install airfield signage to inform pilots of run-up restrictions and noise sensitive taxiing procedures.	\$1,000 per sign	Procedure already in place for cargo ramp. Extend to the GA ramp at earliest practical date. Install signs in conjunction with airfield electrical project.	NFTA
<i>II. Implement Remedial Measures</i>					
Acquire residential uses in DNL 75dBA or greater.	Eliminates incompatible land uses.	Apply for FAA funding	\$242,000	Upon FAA approval of BNIA's NCP.	FAA and NFTA – Funding <sup>1</sup> NFTA – Implementation
Develop Sound Insulation Guidelines and set-up the Program	Communicates program priorities and procedures to potential participants.	Apply for FAA funding	\$300,000	Upon FAA approval of BNIA's NCP	FAA and NFTA – Funding <sup>1</sup> NFTA – Implementation
Provide sound insulation treatment for noise-sensitive facilities in DNL 65 to 75dBA	By reducing interior noise levels ameliorates the incompatibility.	Apply for FAA funding	\$2,100,000	Earliest practical date following FAA approval.	FAA and NFTA – Funding <sup>1</sup> NFTA – Implementation
Provide sound insulation treatment for residential uses in DNL 65 to 75dBA	By reducing interior noise levels ameliorates the incompatibility.	Apply for FAA funding	\$50,820,000	Earliest practical date following FAA approval.	FAA and NFTA – Funding <sup>1</sup> NFTA – Implementation

**TABLE 5.1-1 (continued)**  
**Buffalo Niagara International Airport**  
**IMPLEMENTATION PLAN SUMMARY**

<b>Selected Program Measure</b>	<b>Relative Contribution</b>	<b>Associated Actions</b>	<b>Cost</b>	<b>Implementation Timing</b>	<b>Responsibility</b>
Offer to purchase avigation easements for residents in DNL 65 to 75dBA that have already treated their homes and will not benefit from the program.	Compensates residents who would not benefit from sound insulation.	Apply for FAA funding where appropriate.	Cost included in residential sound insulation program.	Use on a limited basis only when necessary.	FAA and NFTA – Funding NFTA – implementation
<b>III. Implement Land Use Management Measures</b>					
Rezoning for compatible land use (select areas)	Prevents future development of incompatible uses and allows compatible reuse of existing incompatible uses.	Initiate rezoning.	Administrative Costs	Upon FAA approval of NCP	Towns of Amherst and Cheektowaga
Establish noise overlay zoning	Prevention of future development of incompatible land uses	Initiate ordinance change/revision to include overlay zone.	Administrative Costs	Upon FAA approval of NCP	Towns of Amherst, Clarence, and Cheektowaga
Comprehensive planning	Consideration of noise impacts in future land use planning	On-going comprehensive planning processes	Administrative Costs	Upon FAA approval of NCP	All municipalities within the noise impact area
Discretionary project review	Consideration of noise impacts in development proposals, variances, and special use permits	Local planning official training	Administrative Costs	Upon FAA approval of NCP	All municipalities within the noise impact area
Public information and dissemination of airport noise impacts	Facilitate awareness of noise compatibility planning to potential real estate buyers	Develop and distribute information to realtors, lending institutions, and general public	Administrative Costs	Upon FAA approval of NCP	NFTA

Source: PB Aviation

<sup>1</sup> In some instances the Ste of New York may provide funds that match the NFTA's share of an FAA - eligible project.

**5.1.1 Designate Quiet Time as 10:00 p.m. to 6:00 a.m.**

Quiet Time is a designation used by BNIA to make operators aware of nighttime noise sensitivity and in conjunction with airport regulations restricting aircraft maintenance run-ups during that time period. Currently, Quiet Time is designated as 11:00 p.m. to 6:00 a.m. This change will add one hour to Quiet Time. Additionally, Quiet Time designation will be used for the recommended preferential runway use measure described in the following section.

Implementation will be in conjunction with those measures that are based on Quiet Time. Quiet Time is not intended to mean cessation of all activity. Rather, its use pertains to the restriction on engine maintenance run-ups and preferential use of Runway 5/23 during nighttime periods. This measure is not difficult to implement and is an enhancement of current practices. Actions, responsibilities and costs associated with extending Quiet Time are identified in conjunction with the implementation steps discussed for restricting engine maintenance run-ups and the preferential runway use program discussed below.

**5.1.2 Preferential Runway Use**

The recommended preferential runway use measure seeks to have aircraft operate from specific runways based on jet or multi-engine prop designation. At all times Runway 5/23 is the preferred runway for jet aircraft operations. During Quiet Time all jets and multi-engine aircraft, regardless of weight, should use Runway 5/23 for arrivals and departures. Wind and weather conditions permitting, the preferred configuration for single-engine prop aircraft is for arrivals on Runway 32 and departures on Runway 14 during Quiet Time.

Preferential runway use is already in use at the BNIA and should be continued. To enhance awareness of the procedure, a “tower order” that outlines policies and procedures specific to air traffic control at the BNIA should be prepared. The cost to the

NFTA and the FAA of preparing the tower order and continued implementation of this strategy will be administrative in nature. The tower order should be prepared at the earliest practical date upon approval of the NCP by the FAA.

### **5.1.3 Preferential Departure Corridors**

Preferential departure corridors are recommended for each runway end. These procedures are not in place today and are new procedures recommended as a result of this FAR Part 150 Study. The corridors do not result in substantial benefits to incompatible land uses within levels of DNL 65 dBA and are intended to be of benefit in reducing the annoyance of aircraft overflights in areas farther out in the community. As further described in Chapter 2.0, areas all around the BNIA are expected to benefit from the use of the corridors. In many cases, the corridors are a partial solution for mitigating noise in areas where noise levels were not significant enough to warrant examination of remedial strategies.

#### **5.1.3.1 Runway 23**

Jet aircraft departing on Runway 23 should maintain runway heading until reaching an altitude of 3,000 feet MSL. Upon reaching 3,000 feet MSL, north and west bound jet aircraft shall be assigned a heading of 270 degrees. South and eastbound jets shall continue to maintain runway heading.

Immediately upon passing over the end of the runway, south and eastbound propeller aircraft shall be assigned a heading of 180 degrees until reaching an altitude of 3000 MSL. North and westbound propeller aircraft shall be assigned a heading of 270 degrees until reaching an altitude of 3,000 feet MSL.

These corridors direct departing jet aircraft flights over the more urban, commercial areas in the City of Buffalo. These corridors will mitigate annoyance impacts to residents of Cheektowaga located just west and south of the BNIA and on either side of the extended centerline of Runway 5. These areas will continue to receive overflights by non-jet aircraft but the impact of overflights by jets turning quickly after departure will be minimized.

**5.1.3.2 Runway 5**

Jet aircraft departing on Runway 5 shall maintain runway heading until reaching an altitude of 3,000 feet MSL. Upon reaching 3,000 feet MSL, east and southbound jet aircraft shall be assigned a heading of 90 degrees. North and westbound aircraft shall be assigned a heading of 330 degrees.

Immediately upon passing over the end of the runway, east and southbound propeller aircraft shall be assigned a heading of 90 degrees and shall maintain that heading until reaching 3,000 MSL. North and westbound propeller aircraft shall be assigned a heading of 330 degrees until reaching 3,000 feet MSL.

The locations of the jet departure corridors were selected to avoid the community of Clarence, as best possible. Located directly to the northeast of the BNIA, the Clarence community receives both arrival and departure noise from operations on the primary runway at the BNIA. This procedure will assist in alleviating the annoyance of departure overflights only.

**5.1.3.3 Runway 14**

Immediately upon passing over the end of the runway, all jet aircraft shall be assigned a heading of 170 degrees and shall maintain that heading until reaching 3,000 feet MSL.

All propeller aircraft departing on Runway 14 shall maintain runway heading until reaching an altitude of 3,000 feet MSL.

The jet corridor was selected to avoid jet departures over a large concentration of mobile homes, a land use that cannot be mitigated through remedial measures. The corridor primarily benefits residents of Cheektowaga and Depew. The preferential departure corridor for jets takes the small percentage of jets that occur on Runway 14 over an area that has significant concentrations of commercial, industrial and transportation-related uses.

**5.1.3.4 Runway 32**

All aircraft departing on Runway 32 shall maintain runway heading until reaching an altitude of 2,000 feet MSL. Aircraft shall then be assigned a heading of 330 degrees until reaching an elevation of 3,000 feet MSL.

The area to the northwest of the BNIA, Williamsville and Amherst, is the most densely developed incompatible use area around the BNIA. Due to the benefits of the preferential runway use strategy, discussed earlier, departures on Runway 32 occur only a small percentage of the time. The recommended corridor will direct these departures over an interstate highway corridor.

Implementation of preferred departure corridors would be through published standard instrument procedures as well as through the Tower Order discussed earlier in conjunction with preferential runway use. Standard instrument departure procedure (SIDs) charts are designed to expedite clearance delivery and to facilitate transition between takeoff and en route operations. They furnish departure routing clearance information to pilots in graphic and textual form. SIDs are primarily designed for system enhancement and to reduce pilot/controller workload. ATC clearance must be received prior to flying a SID. The FAA Flight Standards Office would be responsible for implementation of the SIDs.

Another effective method of informing pilots, particularly general aviation pilots, of noise abatement procedures is the production and distribution of visual guidance. Several other airports have designed these in the size and format of pilot approach pages so that they can be easily inserted with the procedure sheets. In addition to recommended flight routes, nighttime preferential runway use and taxiway operations can be publicized. The estimated cost of developing and distributing such a chart would be approximately \$15,000 and the responsible agency would be the NFTA.

The procedures should be implemented at the earliest practical date once the FAA has approved the NCP.

#### **5.1.4 Preferential Arrival Corridors**

Similar to the departure corridors recommended in the previous section, arrival corridors were analyzed resulting in the recommendation of preferential arrival corridors for each runway end. The arrival procedures that are recommended in the FAR Part 150 Study are already in use at the BNIA today and should be continued. The procedures primarily benefit incompatible land uses located on either side of the approaches to the BNIA's primary runway, Runway 5/23, by eliminating short turns onto the final approach.



**5.1.4.1 Runway 5**

Visual Flight Rules (VFR) arrivals and instrument flight rules (IFR) aircraft cleared for visual approaches on Runway 5 shall be requested to proceed to a point five miles southwest of the Airport before turning inbound on final approach.

**5.1.4.2 Runway 23**

VFR arrivals and IFR aircraft cleared for visual approaches on Runway 23 are requested to proceed to a point five miles northeast of the Airport before turning inbound on final approach.

**5.1.4.3 Runways 14 and 32**

VFR arrivals and IFR aircraft cleared for visual approaches on Runways 14 and 32 are requested to maintain 2,300 feet MSL as long as practicable before descending to land.

Implementation of this measure would be through pilot notification of standard instrument arrival (STAR) charts that are designed to expedite ATC arrival procedures and to facilitate transition between en route and instrument approach operations. The charts depict preplanned Instrument Flight Rules (IFR) ATC arrival procedures in graphic and textual form. Each STAR procedure is presented as a separate chart and may serve either a single airport or more than one airport in a given geographic area. The FAA Flight Standards Office would be responsible for implementation of this element.

Like the preferential departure corridors, the information could also be effectively conveyed to pilots with the general aviation guidance charts as described above. Also, the procedures should be incorporated into the Tower Order, as already discussed.

**5.1.5 Engine Maintenance Run-Ups**

This recommendation is to restrict engine maintenance run-ups during Quiet Time (10:00 p.m. to 6:00 a.m.) in order to reduce noise impacts on nearby residential areas. The responsibility for implementing this strategy resides with the NFTA.

Implementation will be by formal notification of tenants of the change in Quiet Time and by including run-up information on the general aviation visual guidance procedure sheets described in the previous sections. Also, it is recommended that airfield signage be installed by the NFTA to re-enforce everyone's awareness that the restriction is in place. Suggested signage is further described below.

### **5.1.6 Aircraft Taxiing in Cargo and General Aviation Areas**

Like engine maintenance run-ups, high-speed or high-power taxiing operations on the taxiways and aprons in the cargo and general aviation area were identified as a source of disturbance. Therefore the recommendation is for aircraft to reduce speed and/or power when taxiing in this vicinity. This practice is already in use for aircraft using the cargo ramp at the BNIA. This FAR Part 150 Study recommends that the procedure be applied to aircraft using the GA ramp as well. This procedure is especially beneficial during the nighttime and primarily benefits residents directly west of the BNIA.

Pilots would be notified of this measure primarily through airfield signage. FAA Advisory Circular 150/5340-18C, *Standards for Airport Sign Systems* permits informational signage of this type with black inscriptions on a yellow background. The implementation cost of this measure is approximately \$1,000 per sign and could be included in an airfield electrical project at the BNIA.

## **5.2 IMPLEMENTATION OF REMEDIAL RECOMMENDATIONS**

Chapter 3.0 evaluates strategies that should be undertaken to correct or alleviate impacts to existing, noise-sensitive land uses that are located within the areas of significant noise levels. Table 5.1-1 summarizes the recommended remedial strategies and notes the relative contribution of each strategy. Table 5.1-1 also identifies specific actions, cost, timing, and responsibilities for implementation. Actions associated with the implementation of the remedial strategies are discussed below. All five remedial actions are new recommendations and are not part of an existing noise mitigation program at the BNIA.

**5.2.1 Acquire Residential Uses in DNL 75 or Higher**

Two residential properties are located within the DNL 75 dBA contour in the Recommended Future (2008) NEM. The recommendation for these properties is to offer voluntary acquisition and relocation assistance. This will eliminate incompatible land uses within the DNL 75 dBA contour. The approximate cost of this recommendation is \$242,000 and should be implemented by the Airport as federal funds become available. This measure functions in conjunction with the rezoning measure presented in Section 5.3.1. The two residential structures can be converted to compatible commercial uses.

**5.2.2 Develop Sound Insulation Guidelines and Program**

The size of the sound insulation measures described in the following sections require that a detailed management program is developed and that guidelines for meeting local codes and Federal regulations are established. The management program will also prioritize eligibility for the sound insulation program. This measure must be approved by the FAA in order to proceed with sound insulation implementation. The estimated cost for this measure is \$300,000 and should be initiated upon FAA approval of the NCP. The NFTA is the responsible agency for implementation of this measure, with funding support from the FAA and possibly the State of New York.

**5.2.3 Sound Insulation for Noise Sensitive Public Facilities**

Sound insulation treatment of the two schools and one church within the DNL 65 dBA noise contour of the Recommended Future (2008) NEM is one of the recommended measures in the implementation plan. This measure brings the public facility uses into compatibility by reducing interior noise levels to an acceptable level. The approximate cost of this measure is \$2.1 million. The program should be implemented by the NFTA upon approval of the NCP by the FAA and as soon as funds are available from the FAA possibly the State of New York.

#### **5.2.4 Sound Insulation for Residential Uses**

Once the sound insulation program is established and priorities defined, the voluntary sound insulation program for homeowners within the DNL 65 dBA noise contour of the Recommended Future (2008) NEM can be implemented. This measure brings the residential uses into compatibility by reducing interior noise levels to an acceptable level. The sound insulation program would benefit approximately 1,340 single-family dwellings, 400 multiple-family dwellings and could ultimately result in compatibility of land uses within the DNL 65 dBA noise contour. The approximate cost of the sound insulation program is \$50.8 million and the program should be implemented by the NFTA in phases as federal funds become available. The NFTA may also be able to secure some funds from the State of New York to match the NFTA's local share.

#### **5.2.5 Avigation Easements**

This measure is a voluntary avigation easement purchase program to homeowners within the DNL 65 dBA noise contour of the Recommended Future (2008) NEM. Where applicable, the NFTA purchases the right of flight from the homeowner, thereby providing some compensation but not providing any other form of relief. The easement runs with the deed.

This measure would be limited to residents who will not benefit from acoustical treatment of their homes because improvements have already been made at their expense. The cost of this program is included in the estimate for the sound insulation program and the program should be implemented upon approval of the NCP by the FAA.

### **5.3 IMPLEMENTATION OF LAND USE MANAGEMENT RECOMMENDATIONS**

The land use management strategies evaluated in Chapter 3.0 have been discussed with the TAC and representatives of the local jurisdictions. Land use management is very important given the FAA's policy that new incompatible development that occurs within a published DNL

65 dBA noise contour is ineligible for funding. These recommended strategies should be implemented by the appropriate local jurisdictions as they plan for development/redevelopment and administer land use controls in their communities.

### **5.3.1 Rezoning for Compatible Land Use**

Specific areas included for this measure are depicted in Exhibit 4.1-1. These areas were recommended because they have characteristics that would lend to rezoning for more compatible use. These areas are:

- West side of Cayuga Road, between Genesee Street and Rogers Road (Town of Cheektowaga)
- Areas south of Genesee Street near Holtz Road and Sonwil Drive (Town of Cheektowaga)
- North side of Wehrle Drive, between South Ridge Court and Berkeley Road (Town of Amherst)

The first area contains the two residential properties acquired in the DNL 75 dBA. Implementation of this measure would be the responsibility of the Towns of Amherst and Cheektowaga as they have jurisdiction over their respective zoning ordinances. The only implementation costs for this measure are administrative costs included in current municipal operations.

### **5.3.2 Establish Noise Overlay Zoning**

Establishment of noise overlay zoning was also recommended for consideration by Amherst, Cheektowaga, and Clarence. These regulations may be a combination of prohibitions on non-compatible land uses and performance standards for sound insulation for noise-sensitive uses. As with the previous measure, noise overlay zoning would be implemented by the local municipalities as a preventative measure. The only implementation costs for this measure are administrative costs included in current municipal operations.

### **5.3.3 Comprehensive Planning**

This measure relates to the ongoing comprehensive planning that communities undertake to set policies regarding development. It is important that as these plans are formulated with noise compatibility in mind. This implementation measure will be ongoing in all of the municipalities surrounding the Airport following FAA approval of the NCP.

### **5.3.4 Discretionary Project Review**

Discretionary project reviews involve local municipalities approval of such development items as site plan applications, variances, and special use permits. Like comprehensive planning, this measure is an ongoing process to ensure integration of noise compatibility into local land use decisions. The municipalities surrounding the Airport would be responsible for implementation with the minimal cost being administrative in nature.

### **5.3.5 Public Information**

This measure is the responsibility of the NFTA and includes disseminating information related to noise compatibility to real estate agents, developers, and potential purchasers. The public information program would be an ongoing program of advertising and direct mail. The costs of this measure are part of the Airport's ongoing public information program. An executive summary will be prepared as part of this FAR Part 150 Study and will be an effective tool for conveying information to the general public.

## **5.4 PROGRAM COST**

The estimated program costs, summarized in **Table 5.4-1**, are projected to be approximately \$53.4 million. Additional administrative costs are anticipated to be incurred by the county, FAA, and local jurisdictions.

The majority of funds is expected to come from federal and NFTA sources with an estimated 80 percent FAA funding participation level and a 20 percent participation level for the NFTA. It is also possible that the State of New York would match the NFTA's participation, providing 10 percent of the cost and reducing the NFTA's share to 10 percent. Local government participation would principally cover administrative costs for implementing the preventive measures and for preparing materials that support the noise awareness and community outreach efforts.

## 5.5 PHASING

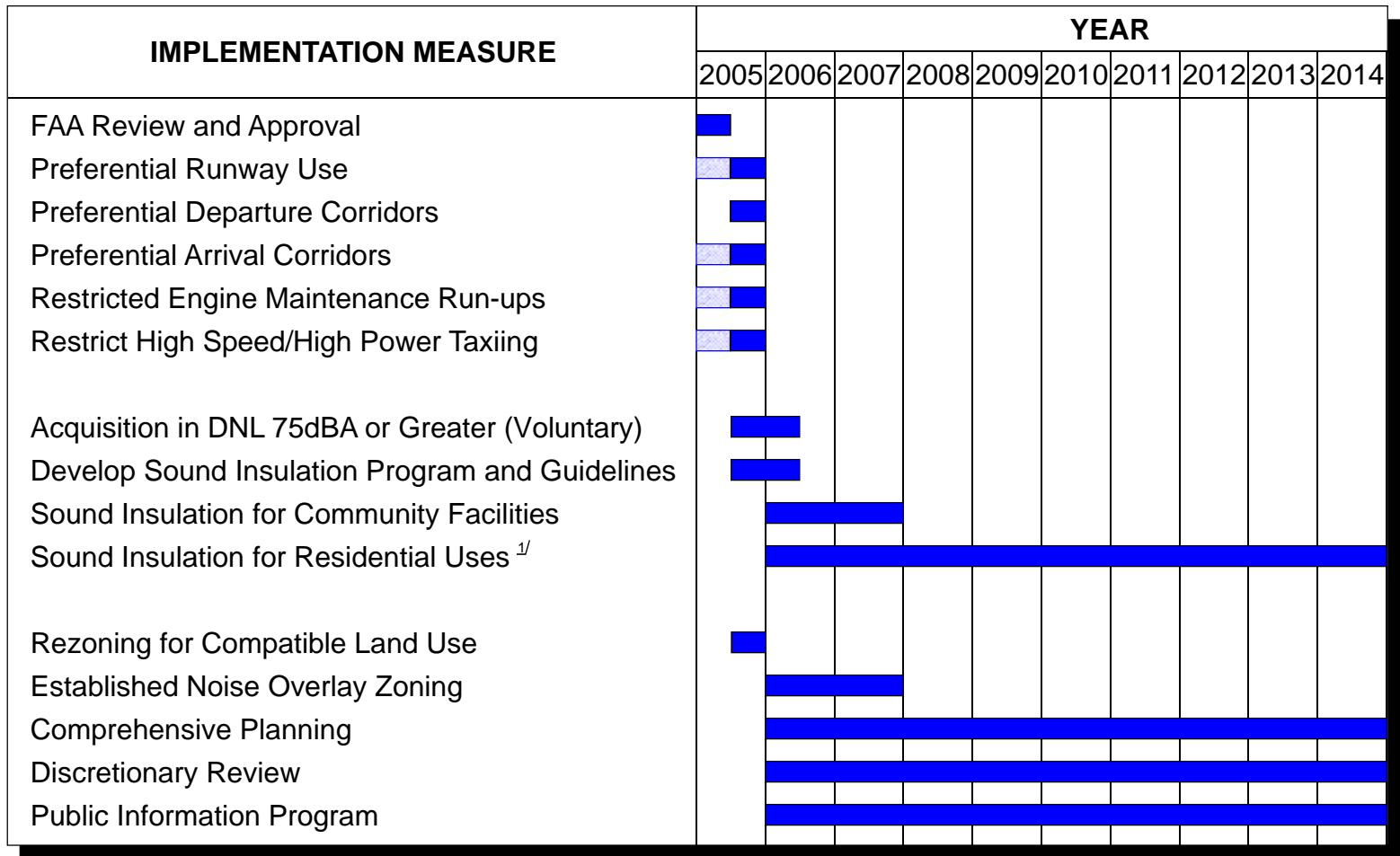
Because of the dependence upon federal funding sources, it is difficult to specify the time frame for implementing the program. Moreover, review and approval periods associated with the FAR Part 150 process obscures the certainty of program scheduling. The FAA has 180 days to review and approve/disapprove the measures that are recommended in the program, once the FAA accepts the study documentation. In this instance, the Noise Exposure Maps (Volume I) and Noise Compatibility Program (Volume II) will be submitted concurrently to the FAA. Assuming that Study documentation is submitted to the FAA by December 31, 2004, FAA approval is expected by mid-2005.

Items Selected	Approximate Cost	Funding Sources <sup>1</sup>
General aviation visual guidance charts	\$15,000	FAA and NFTA
Airfield signage	\$8,000	FAA and NFTA
Acquire residential uses in DNL 75 dBA or greater	\$242,000	FAA and NFTA
Develop sound insulation program and guidelines	\$300,000	FAA and NFTA
Sound insulation program for noise-sensitive community facilities in DNL 65 to 75 dBA	\$2,100,000	FAA and NFTA
<b>Total Estimated Cost</b>	<b>\$53,485,000</b>	

Source: PB Aviation

<sup>1</sup> In some instances the State of New York may participate in the project costs.

The proposed phasing for implementing the NCP's recommendations is shown in **Exhibit 5.5-1**. As depicted, some operational measures are already in place and will continue to be used. New measures and modifications of existing operational measures should be implemented as soon as FAA approval of the NCP is received. The sound insulation programs



<sup>1/</sup> Pace depends on availability of funds and may proceed faster than depicted.

■ Implementation time period.

■ Measures that are already in place and will be continued or enhanced once the NCP is approved by the FAA.



**PART 150  
STUDY**

**PROPOSED PROGRAM PHASING**

**EXHIBIT  
5.5-1**



guidelines should begin as soon as FAA approval and funding are secured. Land acquisition, on a voluntary basis, and sound insulation treatment for the noise-sensitive community facilities should be undertaken in the early phases of program implementation. The residential sound insulation program should proceed as quickly as funding allows. Owner-occupied dwellings in the higher noise areas should be offered the earliest opportunities for treatment.

## **5.6 FAR PART 150 STUDY UPDATE**

It will be necessary to update this FAR Part 150 Study to reflect significant changes in either activity at the BNIA or incompatible land uses surrounding the Airport. Typically, an FAR Part 150 Study is updated every five years. However, the schedule for an update can accelerate or decelerate, with the principal determinant being whether or not the Recommended Future (2008) NEM is still representative of the noise situation. The Study should be updated if residential neighborhoods or other noise sensitive uses not identified in this FAR Part 150 Study are exposed to noise levels in excess of DNL 65 dBA. Updated contours can be expected to modify the mitigation measures.