

## **Purpose of Tonight's Meeting**

The Tucson Airport Authority (TAA) is updating their Part 150 Noise Compatibility Study. The purpose of a Part 150 Study is to identify noise impacts and develop mitigation options or recommendations to help minimize noise impacts on the surrounding community.

## **What is a Noise Compatibility Study?**

Part 150 of the Federal Aviation Regulations provides guidance for conducting a Noise Compatibility Study. There are two components to the study process. The first component is to identify the Noise Exposure Maps (NEMs) and the second is to develop a Noise Compatibility Program (NCP). NEMs are the official noise contours for the airport and are prepared for an existing condition (2009/10) and for a five-year future condition (2015).

The NEMs must be prepared according to federal guidelines in regards to methodology, noise metrics, identification of incompatible land uses, and public outreach. NEMs graphically show where significant levels of annual average noise exposure on incompatible land uses around the airport are anticipated.

The Noise Compatibility Program (NCP) sets forth measures intended to mitigate the impacts of significant noise exposure on land uses that are considered by the FAA as incompatible with significant levels of aircraft noise. Examples of incompatible land uses include: housing, schools, churches, nursing homes, parks, recreation areas, wildlife refuges or historic properties. The NCP can identify measures (if applicable) to restrict new incompatible land uses in locations exposed to significant noise levels.

Once the NCP is completed, the FAA will review and approve the measures identified. An airport with an FAA-approved NCP may be eligible for funding assistance to implement the measures in the NCP.

## **Public Comments Encouraged**

The Noise Compatibility Study process is designed to encourage the public's involvement. Public information workshops will be held throughout the Part 150 Study. Workshops will be conducted in an open house format where residents can attend anytime during workshop hours. Representatives of the airport and consulting team will be available at various stations throughout the evening to answer questions or discuss specific issues.

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The public is also encouraged to provide written comments regarding the study and its findings. Comment forms are located in the workshop area and at the registration table. You may either complete the forms this evening and leave them in the Comment Box or take them with you and mail them by **December 10, 2009**. All comments post-marked by this date will be included in the final document. Please mail, email, or fax your comments on the Part 150 Study to:

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All of the comments received at the public workshops will be reviewed by the airport and the consultant team for consideration in the study process as appropriate, and included in the final study document.

### **Progress to Date**

To date, the study has concentrated on data collection and the development of preliminary noise contours for the existing condition (2009/10) and the five-year future condition (2015). The following lists the tasks completed to date:

- Compiled and evaluated radar flight track and noise monitoring data.
- Conducted field noise measurements (week of May 18, 2009).
- Conducted windshield survey (week of August 30, 2009).
- Prepared preliminary existing (2009) and future (2015) baseline noise contours.

### **What's Next?**

Following tonight's workshops, the next steps in the study process will concentrate on finalizing the noise exposure contours and the development of preliminary noise abatement and land use management alternatives. A date for the second set of public information workshops has not been set at this time, but is anticipated to occur in the **spring of 2010**. Announcements will be posted on the project website, [www.TUSPART150.com](http://www.TUSPART150.com), as soon as dates and locations are determined.