



The Federal Aviation Regulation (FAR) Part 150 study process provides the City of Dayton, the operator of Dayton International Airport, an opportunity to examine the effects of aircraft noise on the community and propose changes to procedures and local legislation to minimize the noise or the effects of the noise. Although airport sponsors are not required to conduct FAR Part 150 Studies, voluntary participation in the Program entitles the City of Dayton to receive federal funding to develop and implement FAA-approved airport noise programs.

To be eligible for such funding, the City of Dayton recently prepared noise exposure maps and an updated noise compatibility program for Dayton International Airport. The noise exposure maps and the assumptions used in preparing the maps are documented in the October 2001 report entitled, *Volume 1: Noise Exposure Map Report, FAR Part 150 Noise Compatibility Study Update, Dayton International Airport* (Noise Exposure Map Report). Noise exposure maps were developed for calendar years 2000, 2005, and 2018. The updated noise compatibility program for Dayton International Airport is documented in the February 2003 report entitled, *Volume 2: Noise Compatibility Program, FAR Part 150 Noise Compatibility Study Update, Dayton International Airport* (2003 NCP). During the preparation of the Noise Exposure Map Report and the 2003 NCP, the City of Dayton conducted several technical analyses beyond the requirements of FAR Part 150 and expended additional resources and effort to be responsive to community concerns regarding noise in the vicinity Dayton International Airport.

FAR Part 150 Noise Compatibility Study Addendum

The City of Dayton prepared an Addendum to its FAR Part 150 Noise Compatibility Study during the 4th quarter of 2004 at the request of the Federal Aviation Administration (FAA). The primary purpose of preparing the Addendum was to ensure that the “accepted” noise exposure maps for Dayton International Airport would be based on the most current information possible, including the most recent aviation activity forecast for Dayton International Airport which was prepared by Landrum & Brown in February 2004. The FAA also requested that the most recent version of the FAA’s Integrated Noise Model (INM) be used to develop the new noise exposure maps (NEMs).

For the Addendum, the City prepared three updated NEMs. Noise exposure maps were prepared for calendar year 2003 (existing baseline) and calendar year 2009 (the five-year future look ahead). The City of Dayton prepared two noise exposure maps for future 2009 conditions: 2009 Baseline and 2009 with Noise Abatement. The NEMs presented in the Addendum supercede the 2000 and 2005 NEMs that appear in the Noise Exposure Map Report and the 2003 NCP.

The description of four mitigation measures presented in the 2003 NCP were updated and expanded as part of the Addendum. The description of Mitigation Measure 2 was expanded to include Addendum 2 of the 1996 Noise Compatibility Program. Addendum 2 describes a cargo ramp noise study conducted by City of Dayton. Mitigation Measures 3, 4, and 5 were updated to be consistent with noise modeling conducted for calendar year 2009. The potential eligibility boundary for property acquisition programs and the sample boundaries for the noise overlay zoning districts as described in Mitigation Measures 3, 4, and 5 have changed slightly as a result of differences between the 2009 NEM and the 2005 NEM.

Into the Future

The Noise Compatibility Program for Dayton International Airport can reduce the number of people impacted by significant aircraft noise. It can also help to limit the potential for future non-compatible development in areas of significant noise exposure. Continuing program management will provide for a timely response to conditions that may change over time. While the City of Dayton will provide leadership and coordination for much of the program, the success of the program hinges on the cooperation of all involved parties including the Federal Aviation Administration, the airlines, and local jurisdictions and planning agencies.

