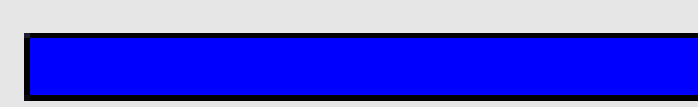




ANTICIPATED NCP UPDATE SCHEDULE

		2017						2018										
		Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct
1	Public Information Meeting	◆																
2	Evaluate and Recommend Compatible Measures																	
3	Advisory Committee Meetings																	
4	Prepare Draft NCP Document																	
5	FAA and Airport Review																	
6	Prepare Public Draft NCP																	
7	Publish/Distribute Public Draft NCP																	
8	Public Review Period with Public Hearing																	
9	Respond to Comments/ Finalize NCP																	
10	Submit Final NCP w/ Public Comments to FAA																	
11	FAA 180 Day Review Period																	

Legend:



Consultant Task



Stakeholder Involvement



FAA Review

STAKEHOLDER ENGAGEMENT

- Public Informational Meeting
- Advisory Committee (local jurisdictions, neighborhood organizations, etc.)
- Public Hearing and Comment Period



NCP GOALS AND OPTIONS

- **Noise Compatibility Program (NCP) Update Project Focus and Goals:**
 - Goal is to find ways to transition from land acquisition to other land use measures
 - Study will incorporate community feedback
 - Advisory committee will be formed for feedback and updates
 - Recommendations will be based on the latest accepted NEM noise contour
- **Mitigation options must:**
 - Meet eligibility requirements for federal funding under FAA guidelines
 - Provide a benefit to the local residents; especially those that are in non-compatible areas identified on the FAA accepted NEM
- **Mitigation measures will be evaluated using factors such as:**
 - Technical feasibility
 - Impacts to residents
 - Cost
 - Schedule

NCP POTENTIAL LAND USE MEASURES

Land Acquisition & Relocation

- Voluntary purchase of property from owner using federal guidelines
- Relocation benefits for the occupants
- Demolition of structure
- Land reuse study for compatible use of land

Sound Buffers/Barriers

- Various type of buffers and barriers would be reviewed
- Site specific studies for buffers and barriers would take place in the noise mitigation implementation

Sound Insulation

Residential

- Installation of acoustical windows and doors in exchange for an aviation easement
- Reduce interior noise level to 45 dB DNL
- Must have existing interior noise level above 45 dB DNL to qualify
- Owner remains in home

Community Buildings

- Eligible community buildings include schools





NCP POTENTIAL LAND USE MEASURES

Sales Assistance

- Airport assists with the sale of the home on the open market; airport does NOT take possession of property
- Homeowner enters program by signing agreement which includes:
 - Homeowner to list property at Fair Market Value (FMV)
 - Homeowner to convey Avigation Easement prior to sale of home
 - Airport guarantees they will provide a differential to assist in the sale of the property if seller receives an offer of less than FMV
- Owner / Occupant does not receive relocation benefits

Purchase Assurance

- Airport takes possession of property and resells it on the open market
- Homeowner enters program by signing agreement which includes:
 - Homeowner to sell property at appraised Fair Market Value (FMV)
 - Homeowner to convey Avigation Easement prior to sale of home
- Owner / Occupant does not receive relocation benefits
- Airport maintains and preserves property during the sound insulation process

Easement Acquisition for New Development

- Acquire an avigation easement for new development within the 65, 70 and 75 dB DNL contours

Real Estate Disclosure

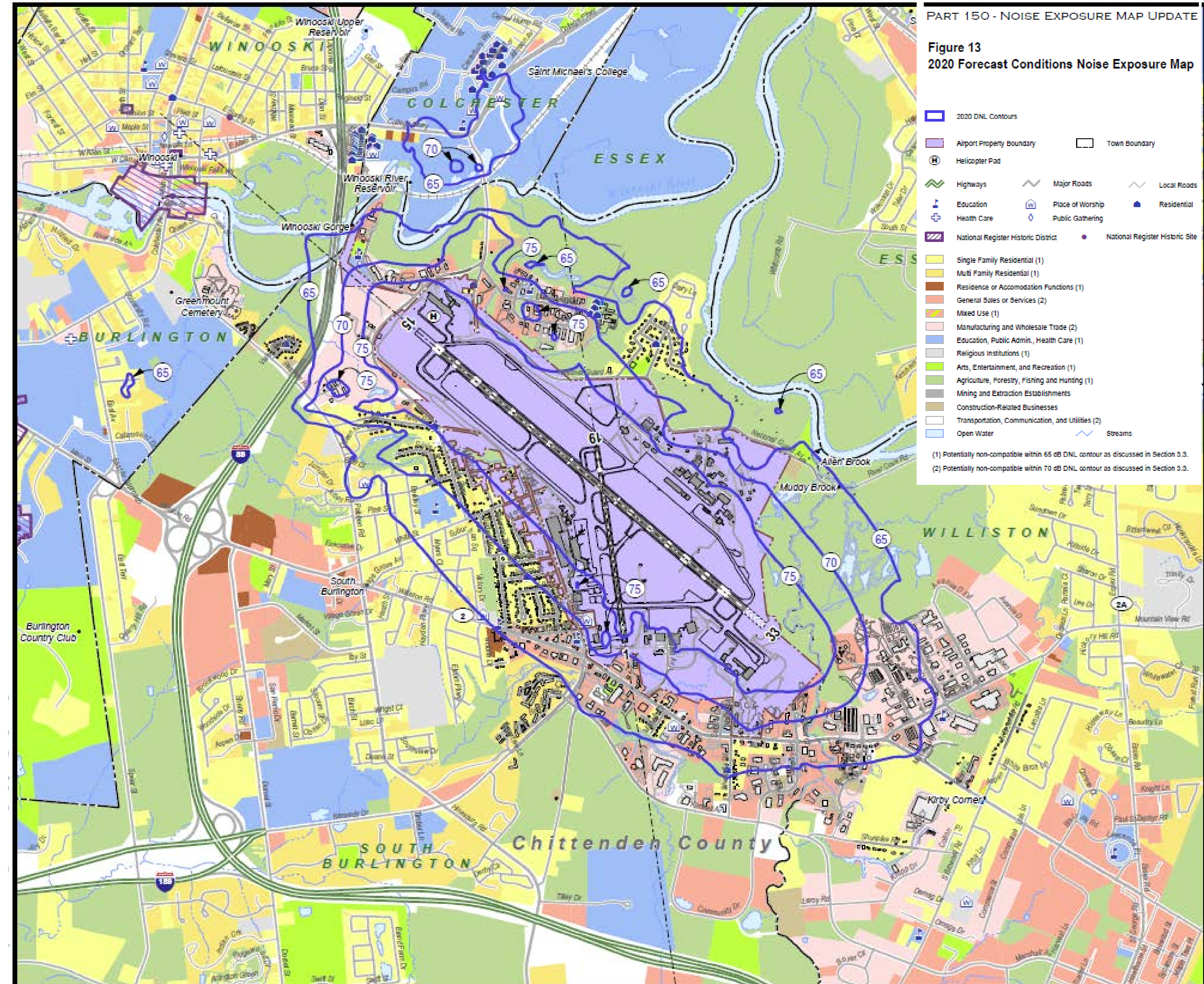
- Develop a real estate disclosure policy for land uses within the 65 dB DNL through coordination with the local land use jurisdictions

2020 NOISE EXPOSURE MAP

14 CFR Part 150 (Part 150) is the Federal Aviation Administration's (FAA) regulatory process for airports to study and mitigate sound from aircraft.

Part 150 includes two principle elements:

- The **Noise Exposure Map (NEM)** which depicts the current and forecasted aircraft noise
- The **Noise Compatibility Program (NCP)** which identifies how to mitigate aircraft noise in the 65 dB DNL and higher noise contour





PART 150 HISTORY

Part 150 History:

2008 BTV's most recent NCP was completed and approved by FAA

2013 The VT Air National Guard operations changed and a new Noise Exposure Map (NEM) update was undertaken

2015 (December) FAA accepted the updated NEM and noise contours for 2015 and 2020

2017 NCP update commences

2018/2019 BTV anticipates a NEM update following the change in aircraft operations (including, but not limited to, F-35s)

Estimated Residential Population within 2015 and 2020 NEM Contours

Day-Night Average Sound Level, DNL	Metric	2015 Existing Conditions Noise Exposure Map			2020 Forecast Conditions Noise Exposure Map		
		On Single Family Parcels	On Multi-Family Parcels	Estimated Total	On Single Family Parcels	On Multi-Family Parcels	Estimated Total
65-70 dB Contour Interval	Estimated Dwelling Units	417	154	571 ¹	416	154	570 ¹
	Estimated Population	968	358	1,326 (1,590) ¹	966	358	1,324 (1,460) ¹
70-75 dB Contour Interval	Estimated Dwelling Units	193	179	372	190	179	369
	Estimated Population	448	416	864	441	416	857
75 dB or Greater	Estimated Dwelling Units	12	21	33	12	21	33
	Estimated Population	28	49	77	28	49	77
Total 65 dB or Greater	Estimated Dwelling Units	622	354	976	618	354	972
	Estimated Population	1,444	823	2,267 (2,531) ¹	1,435	823	2,258 (2,394) ¹

Notes:

1 Estimated Population numbers in parenthesis include estimates of residents in the dormitory facilities at Saint Michael's College. Additional discussion is presented in Section 5.3.3 above.

2 "On Single Family Parcels" and "On Multi-Family Parcels" counts correspond to the color coding in the NEM Figures, with numbers reduced in the 2020 counts for properties that the City of Burlington is in the process of acquiring. A single family parcel has a single dwelling on the property while a multi-family parcels has two or more dwelling units. All units are assumed to have an average population of 2.32, based on US Census data. Dormitory facilities at Saint Michael's College are not included in these counts, as discussed in Section 5.3.3.

3 Each property considered for inclusion in the program also must meet any other eligibility requirements that the FAA may adopt. For example, consistent with FAA policy guidance set out in 14 CFR Part 150, Docket No. 28149, "Final Policy on Part 150 Approval of Noise Mitigation Measures: Effect on the Use of Federal Grants for Noise Mitigation Projects", effective October 1, 1998, new non-compatible land uses established after that date within October 1, 1998, will not be eligible for acquisition. Current FAA guidelines are probably best described in the FAA's Airport Improvement Program (AIP) Handbook, September 30, 2014. See also footnotes 26 and 27 in Section 4.3 of this document.

4 Counts differ from the November 2015 draft because of revisions noted previously. In addition, two units that were previously reported as single-family are now reported as multi-family units.