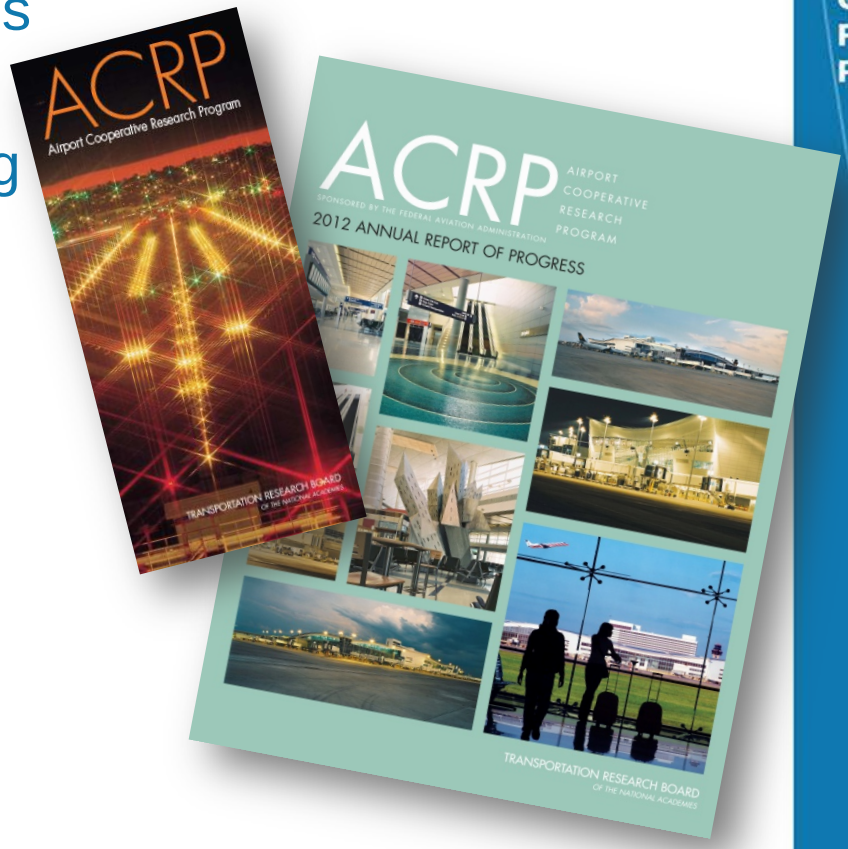
Information on ACRP

- www.TRB.org/ACRP
- Regular news and updates on:
  - Upcoming and ongoing research projects
  - New publications
  - Success stories
  - Announcements
  - Webinars
- Find ACRP on Facebook and LinkedIn



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Join us for the

Symposium on ACRP Research in Progress

…at the TRB Annual Meeting!

January 8–12, 2017

Learn more at:
http://www.trb.org/AnnualMeeting/AnnualMeeting.aspx

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Opportunities to Get Involved!

- ACRP's Champion program is designed to help early- to mid-career, young professionals grow and excel within the airport industry.
- Airport industry executives sponsor promising young professionals within their organizations to become ACRP Champions.
- Visit ACRP's website to learn more.

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Upcoming ACRP Webinars

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STAY TUNED

for more information about the 2017 ACRP webinar series

Visit:

http://www.trb.org/ACRP/ACRPwebinars.aspx

Additional ACRP Publications Available on this Topic

- **ACRP Report 73**: Airport-to-Airport Mutual Aid Programs
- **ACRP Report 95**: Integrating Community Emergency Response Teams at Airports
- **ACRP Report 153**: Guidebook for IROPS Stakeholder Communication & Coordination
- **ACRP Synthesis 45**: Model Mutual Aid Agreements for Airports
- **ACRP Synthesis 73**: Emergency Communications Planning for Airports

You can learn more about these publications by visiting ***www.trb.org/publications***

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Today's Speakers

Moderated by Debbie Alke
Montana Department of Transportation

1) Synthesis Report 65: Practices in Developing Effective Stakeholder Relationships at Smaller Airports
   - Bryan Elliott, Ricondo & Associates, Inc., and Rusty Chapman, Delta Airport Consultants, Inc.

2) ACRP Project 03-31: Aligning Community Expectations with Airport Roles
   - Stephanie Ward and Lynn Wilson, Mead & Hunt, Inc.

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ACRP Synthesis Report 65: Practices to Develop Effective Stakeholder Relationships at Smaller Airports

Bryan O. Elliott, A.A.E.
Ricondo & Associates, Inc.

Robert B. “Rusty” Chapman, P.E., C.M.
Delta Airport Consultants, Inc.

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Bryan O. Elliott, Principal Investigator

- Director, Ricondo & Associates, Inc.
- 10 years airport consultant
- 23 years airport management experience
- 6 years senior leadership, county government

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Robert B. “Rusty” Chapman, Investigator

- Program Manager, Delta Airport Consultants, Inc.
- 30 years FAA airport program manager and senior manager
- 5 years Department of Army/Europe program management
- 8 years airport consultant

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ACRP Synthesis Report 65 Topic Panel

- Debbie K. Alke, Montana DOT
- Mark Bautista, Monterey Peninsula Airport District
- Jeffrey Bilyeu, Texas Gulf Port Regional Airport
- Heather Garten, Embry-Riddle Aeronautical University
- Ryan Hall, Southern California Association of Governments
- Stephen M. Quilty, SMQ Airport Services
- Mihir Shah, Arora Engineers, Inc.
- Melissa B. Smart, The Smart Associates-Environmental Consultants, Inc.
- Aaron Braswell, Federal Aviation Administration

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Project Background

Focus is on small airports

- General aviation (GA)
- Reliever
- Non-primary commercial service
- Non-hub primary airports

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Project Background

Underlying Assumptions

- Small airports have limited staff/competing interests which preclude proactive stakeholder working relationships
- An airport's mission and goals drive airport stakeholder issues; these help airport managers identify stakeholders
- Mission and goals form the basis for stakeholder engagement, and the ability of these techniques to yield positive outcomes for the community served by the airport.

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Stakeholder Definition

Stakeholder: Any group or individual who can affect or is affected by the achievement of an organization's objectives.

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Stakeholder Groups

The following stakeholder groups are the focus of this study

- Airport users
- Airport tenants
- Airport community
- Economic stakeholders
- Government regulators
- Service providers

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Project Approach

- Literature review
- Web-based survey
- Telephone interviews
- Case studies
- Conclusions
- Guide

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Literature Review

- Theory
- Identification and analysis
- Governmental/non-profit techniques
- Airport techniques and tools
- Application

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Web-Based Survey

- 32 airports participated – 91% return
- 17 GA and 12 non-hub responses
- Geographically diverse

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Survey Results

- Users/tenants have highest importance (proactive engagement)
- General public/neighbors lesser in importance (reactive engagement)
- Wide variety of techniques
- Airport director personal involvement is critical

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Interviews

Personal Skills

- Listen/empathy
- Be consistent:
  - Key messages
  - Visible in community
- Public speaking skills
- Make it part of your “DNA”

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Research Results

Conclusions

- Essential to be proactive and transparent
- Presence in community is key
- Type/complexity of issue drives extent of involvement

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Case Studies

Topic Areas

- Community engagement
- Decision making through public engagement
- Building economic vitality
- Seamless customer service
- Enhancing safety
- Social media, newsletters, and websites

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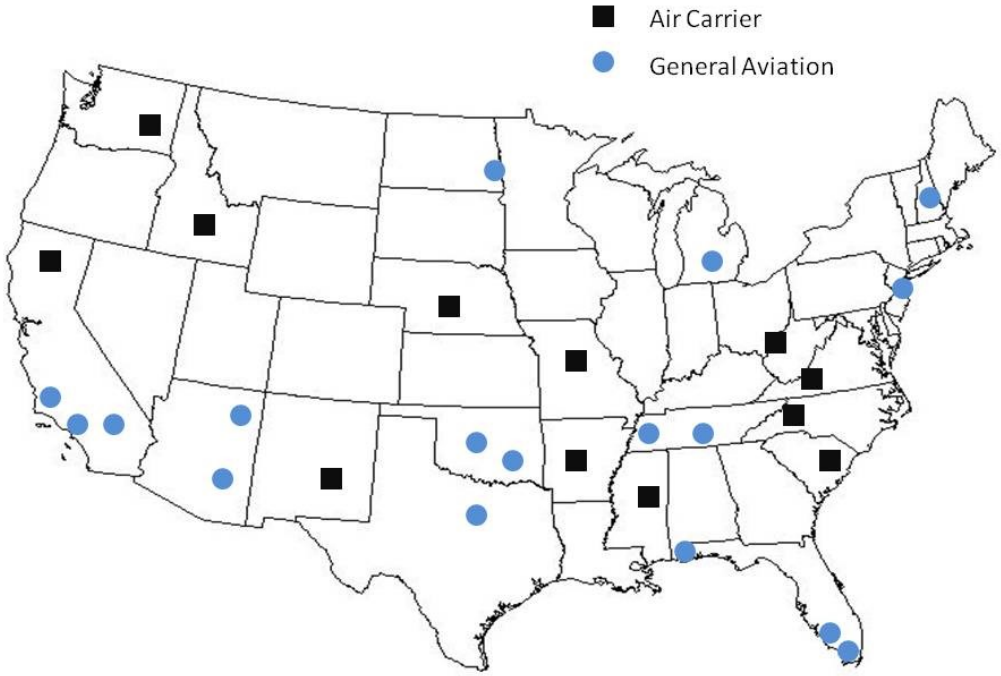
Case Studies - Subject Airports



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Case Study
Venice Municipal Airport

- GA airport in retirement community
- Wide public opposition – turned around
- Education was critical
- New airport director involvement – door to door
- Airport user group involvement was critical

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Case Study
Asheville Regional Airport

- 2011 strategic assessment of its marketing and public relations plan
  - Key linkages to community at-large were needed
  - Airport ambassadors
  - Engage GA community
  - Links to community at-large
- Results
  - Runway 5K run
  - Community connections wall
  - Non-profit involvement

Source: Greater Asheville Regional Airport Authority 2015 Highlights, http://flyavl.com/wp-content/uploads/2015_Highlights.pdf (accessed November 2016).

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Summary of Stakeholder Engagement Attributes

Stakeholder engagement attributes should :

- Include a group of policymakers, users, tenants as well as other community and government representatives
- Determine/define stakeholders level of involvement
- Identify what tools would be utilized such as websites, social media, programs, or events to name a few.

Note: For a detailed information regarding Stakeholder Engagement Attributes, see Table 3.

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Checklist for Building Effective Relations

- Considerations for building effective stakeholder relations should include ideas that:
  - Assess organizational readiness
  - Formulate strategies
  - Implement initiative and programs
  - Evaluate outcomes

Checklist for Building Effective Stakeholder Relations	
ASSESS	
As a Leader, am I ready to undertake a Stakeholder Relations Program?	
Do I possess the necessary skills?	
Public speaking	
Marketing	
Public relations	
Social media	
Do I need outside assistance or discuss with other leaders their approaches and techniques?	
Why do I need a Stakeholder Relations Program?	
Resolve conflict?	
Address a specific issue?	
Involve stakeholders in determining the future of our airport?	
Provide effective communications and public relations during an airport planning, environmental, or construction project?	
Obtain stakeholder feedback on a critical issue?	
Inform stakeholders about a specific issue or the airport in general?	
Promote the airport or educate others on the value of the airport?	
Build/foster improved working relationships with stakeholders?	
Address/resolve misconceptions and perceptions about the airport?	
Become more linked to our broader community?	
Have airport more engaged in economic development activities and initiatives?	
Who are the key Airport Stakeholders?	
Airport policymakers and elected officials	
Airport users	
Airport community	
Economic stakeholders	
Government regulators	
Service providers	
Do I understand the attributes of key stakeholder groups?	
What is the stakeholder's interest in our organization?	
What is the stakeholder's expectation from its relationship with our organization?	
What is the stakeholder's influence on our organization?	
What is the stakeholder's current opinion of our organization?	
Do I have support for building and implementing a Stakeholder Relations Program?	
Government body?	
Staff?	
What are my goals?	
What does success look like? Visualize end-result	
How will airport and community benefit from such a program?	
What can go wrong and how would I address these issues?	

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Assess

- As a leader am I ready?
- Why do we need a Stakeholder Relations Program?
- Who are our stakeholders?
- What are our Goals?

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Strategize

- Issues to be Addressed
- Organizational Readiness
- Tools
  - Inform
  - Consult
  - Involve
  - Collaborate

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Implement

- Inform: public hearings, speaking to groups, website, social media
- Consult: focus groups, tenant meetings, surveys
- Involve: Chamber of Commerce, tourism, non-profit involvement
- Collaborate: Citizen Advisory Councils, Town Hall Meetings, Tenant Appreciation Day

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Evaluate

- What worked well?
- What could be improved?
- Where stated goals achieved?
- What might be done differently next time?

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Study Outcomes

- Airport stakeholders – diverse and extensive
- Issues are varied – customer service, strategic planning, land use, budgets, construction
- Determine technique – inform, consult, involve, or collaborate
- Leadership style is key
- Governing body support is crucial

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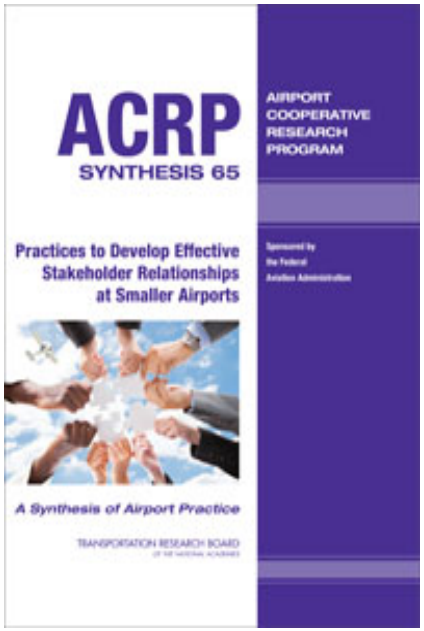
Stakeholder Engagement

ACRP Synthesis 65: Practices to Develop Effective Stakeholder Relationships at Smaller Airports



http://onlinepubs.trb.org/Onlinepubs/acrp/acrp_syn_065.pdf

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ACRP 03-31 / Report 155

Aligning Community Expectations with Airport Roles

Effective Stakeholder Relationships at Airports

Stephanie Ward, AICP & Lynn Wilson, AICP

December 14, 2016

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Project Panel

- ✓ Laurie Cullen, AAE
- ✓ Roddy L. Boggus
- ✓ Eric Glick
- ✓ Shelley Lamar
- ✓ Michael J. Minerva
- ✓ Luther H. Roberts, Jr., A.A.E.
- ✓ Kyler Erhard (FAA Liaison)
- ✓ Lawrence D. Goldstein (SPO)

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Project Team

- ✓ Mead & Hunt, Inc.
- ✓ Woolpert, Inc.
- ✓ Economic Development Research Group
- ✓ Marr Arnold Planning, LLC

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Community Expectations

Project Title:

Aligning Community Expectations with Airport Roles

Research Question:

How can airports “right-size” expectations about an airport’s role in the community?

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Some Common Questions/Disconnects

- Why does the airport allow planes to land in the middle of the night?
- Why can't we have a direct flight to _____?
- The airport lost my luggage.
- The airport is only for rich people.
- The airport costs too much.
- We have an airport?

The Research Element

Phone calls with small groups from professional organizations representing:

- Aviation (9)
- Community/Economic Development (6)
- Planning (5)

•Average group size: 10

•Number of participants: +/- 200

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The Research Outcome

Role of the Airport

Traditional Aviation Perspective

Community Member

Aviation Toolkit

Air Cargo

Air Service

Economic

Environ.

Land Use

Noise

Media Toolkit

Basic Media Kit

Telling the Story

Connecting with the Community

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Toolkit Organization

- ✓ **Understand**: A basic primer on the topic
- ✓ **Explore**: How to assess the situation at your airport
- ✓ **Take Action**: Ways to make change or actions to improve the current situation

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Project Approach (KISS)

- Don’t reinvent the wheel
- Provide a starting point
- Wide audience

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Two-Part Strategy

Before there is a problem:

- Build relationships
- Offer information

If there is a problem:

- Understand the issue
- Explain the airport's role

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Evolution of the Deliverable

1. Printed Guidebook with supporting electronic tools.
2. Electronic tool with a supporting User Guide
3. ACRP Website (WordPress)

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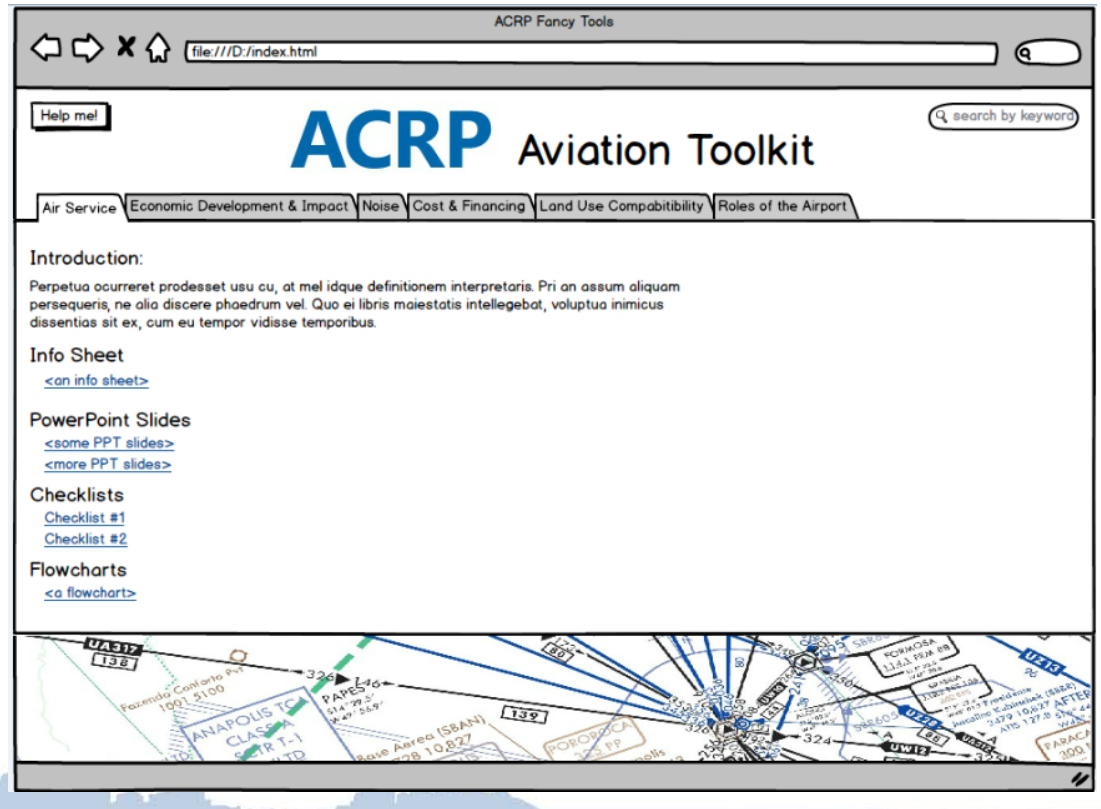
Evolution of the Deliverable (1)

Printed Guidebook with supporting electronic tools.



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Electronic tool with a supporting User Guide

Evolution of the Deliverable (2)

ACRP Report 155: Aligning Community Expectations with Airport Roles – The Electronic Toolkit. This interactive guidebook was developed to help airports communicate with the community and its leaders on issues where there are frequent disconnects. In some cases this means "right sizing" expectations about an airport's role. (*Why don't we have commercial air service?*). In other cases, it means building support for the airport by explaining its many community benefits. (*I didn't know there was a firefighting unit at the airport.*) The toolkit functions like a website but it's hosted on your own computer – no internet access needed. Note, however, that most resource links point to the World Wide Web and an internet connection is needed to reach them.

Role of the Airport

This section of the toolkit assists the reader in determining what roles an airport plays in the larger context of the national air space, the transportation system and the community at large.

Aviation Toolkit

The Aviation Toolkit section includes info sheets, PowerPoint slides, checklists and flowcharts related to common airport issues.

Media Toolkit

Intentional communication and outreach actions by airport leadership or partner advocates can help to create connections and build an understanding of and support for the airport.

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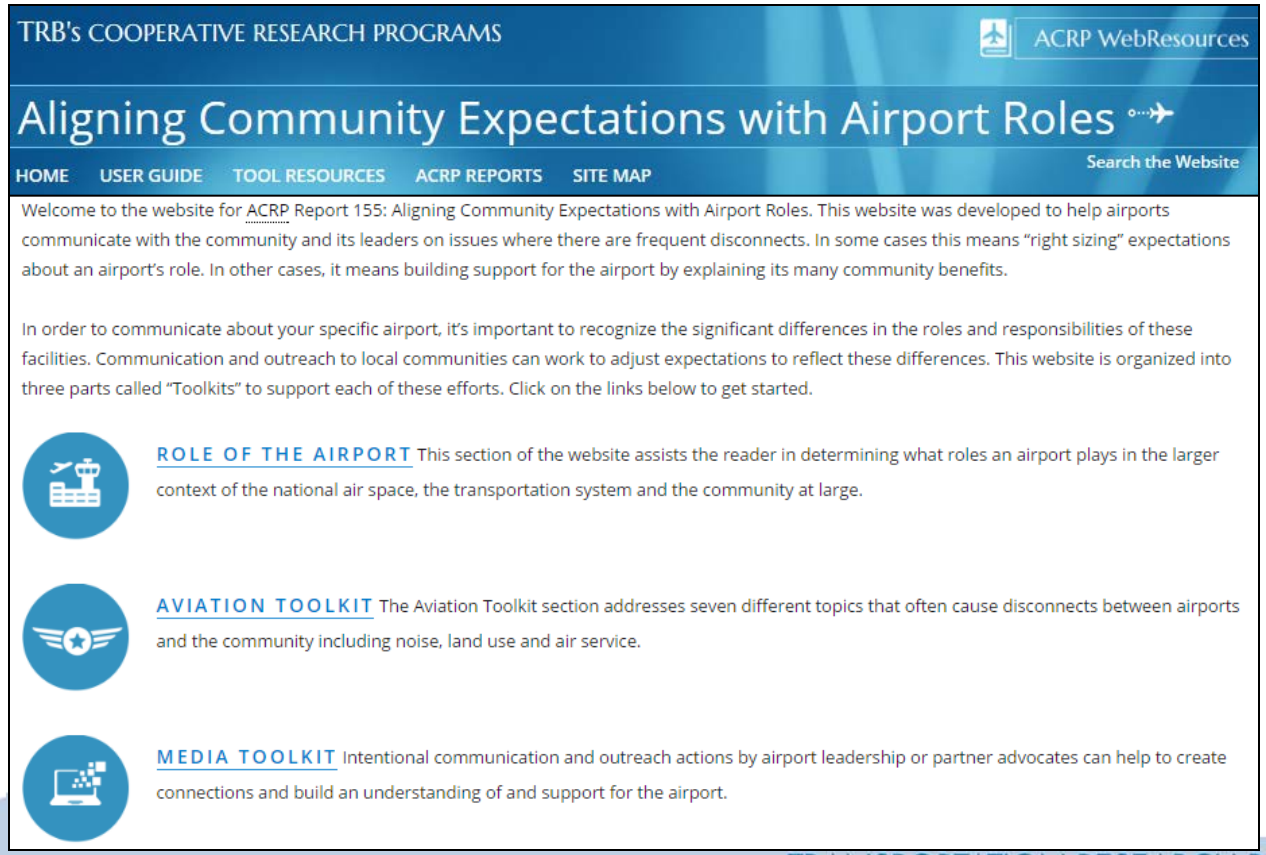
ACRP Website (WordPress)

Evolution of the Deliverable (3)



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Exploring the Website

- ✓ **Key Features**
- ✓ **Organization**
- ✓ **Scenarios**

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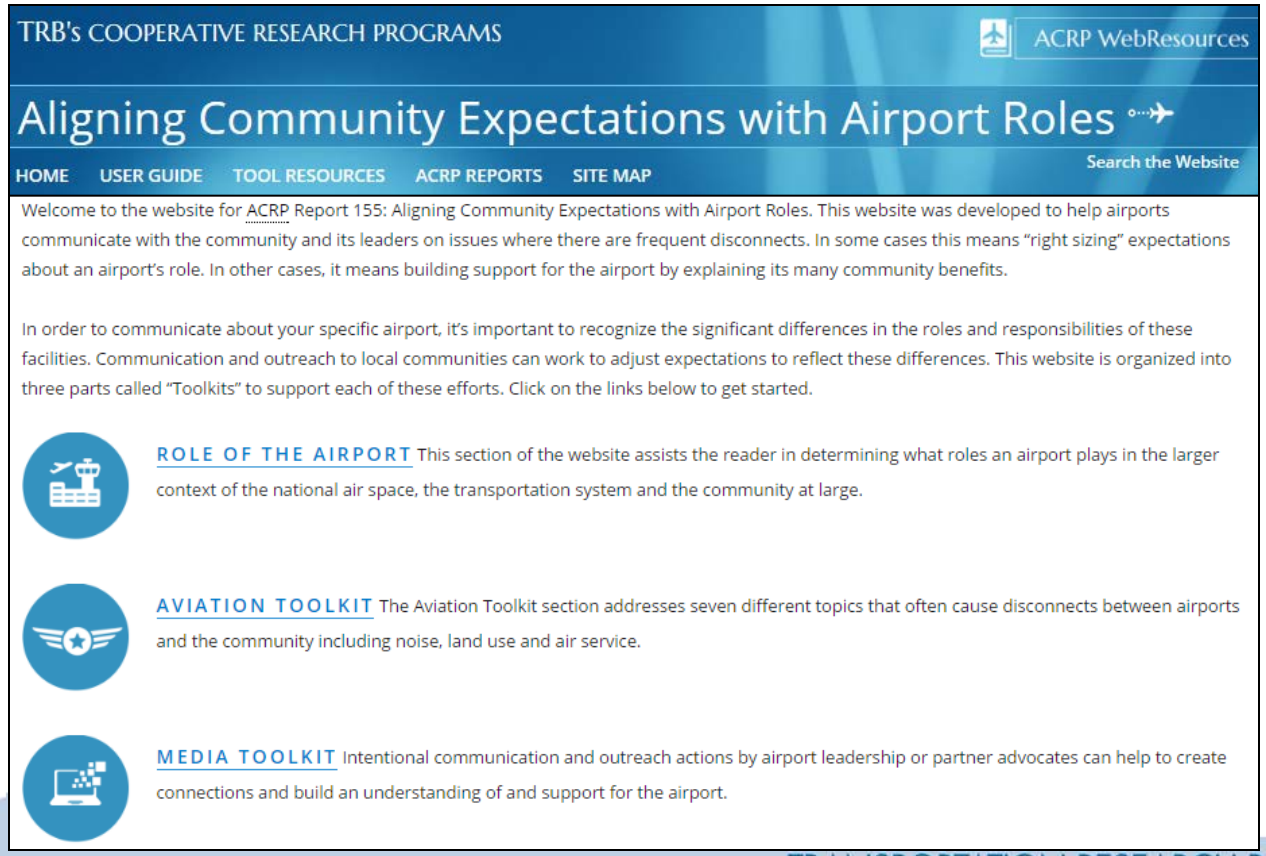
The Draft Website Landing Page



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Key Features – Home

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Key Features – User Guide

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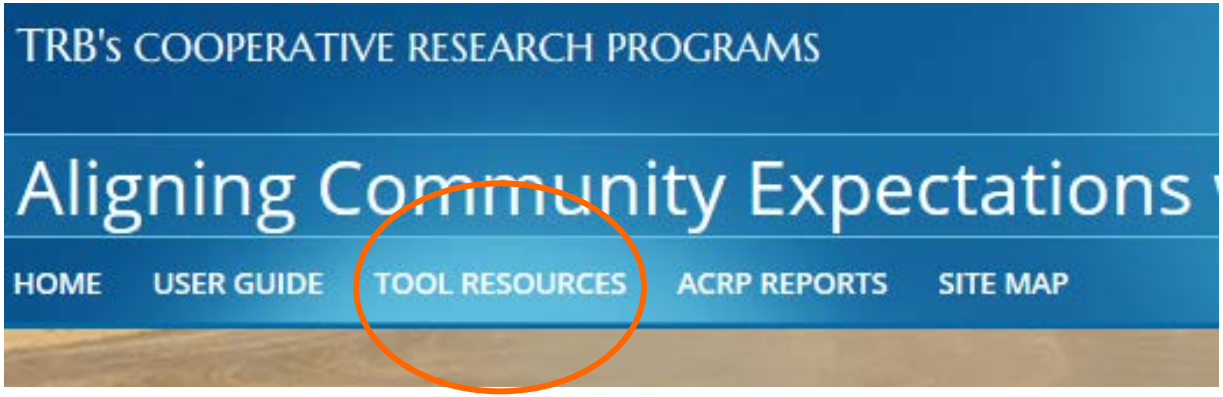
Key Features – Tool Resources



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Key Features – Tool Resources

IATA Cargo Tracker Newsletter (website, provides link to latest newsletter edition)
IATA Fact Sheet: Fuel (document, 2015)
IATA Quarterly Cargo Analysis (webpage, provides archives from 2008-present)
Importing to the U.S.: A Guide for Commercial Importers (document, CBP website, 2006)
JFK Air Cargo Study (report, New York City Economic Development Corporation, 2013)
Airport Outlook (A 2014 report on Port, Airport and Global Infrastructure by JLL)
Marketing Action Plan for St. George Airport 2011-2012 (report)
Medium Hub Airports- Air Cargo Growth (ACI-NA presentation for St. Louis Int'l Airport)

Key Features – ACRP Reports

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Key Features – ACRP Reports

Table of Contents (Publications in Chronological Order)

2007 ..... **1**

ACRP Research Results Digest 1 – Synthesis of Information Related to Airport Practices 1

ACRP Synthesis Report 1 – Innovative Finance and Alternative Sources of Revenue for Airports 1

ACRP Synthesis Report 2 – Airport Aviation Activity Forecasting 1

ACRP Synthesis Report 3 – General Aviation Safety and Security Practices 1

ACRP Synthesis Report 4 – Counting Aircraft Operations at Non-Towered Airports 2

ACRP Report 1 – Safety Management Systems for Airports, Volume 1: Overview 2

2008 ..... **2**

ACRP Research Results Digest 2 – Model for Improving Energy Use in U.S. Airport Facilities 2

ACRP Research Results Digest 3 – Synthesis of Information Related to Airport Practices 3

ACRP Legal Research Digest 1 – Compilation of Airport Law Resources 3

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Key Features – Site Map

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Key Features – Site Map

Environmental

- *Understand*
  - ✓ Understanding NEPA and Environmental Planning
  - ✓ Air Quality
  - ✓ Emergency Planning and Response
  - ✓ Waste Management
  - ✓ Water Resources
  - ✓ Proactive Environmental Stewardship and Sustainability

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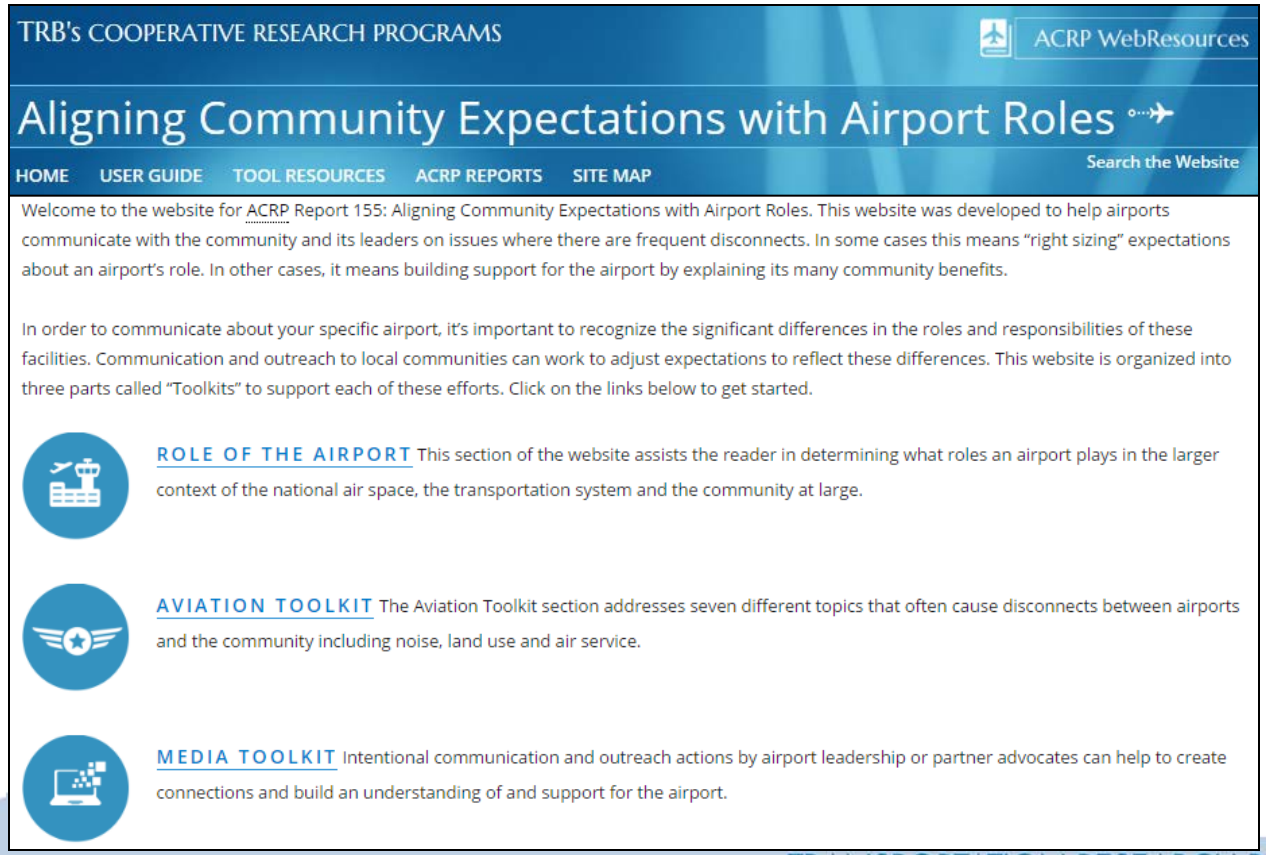
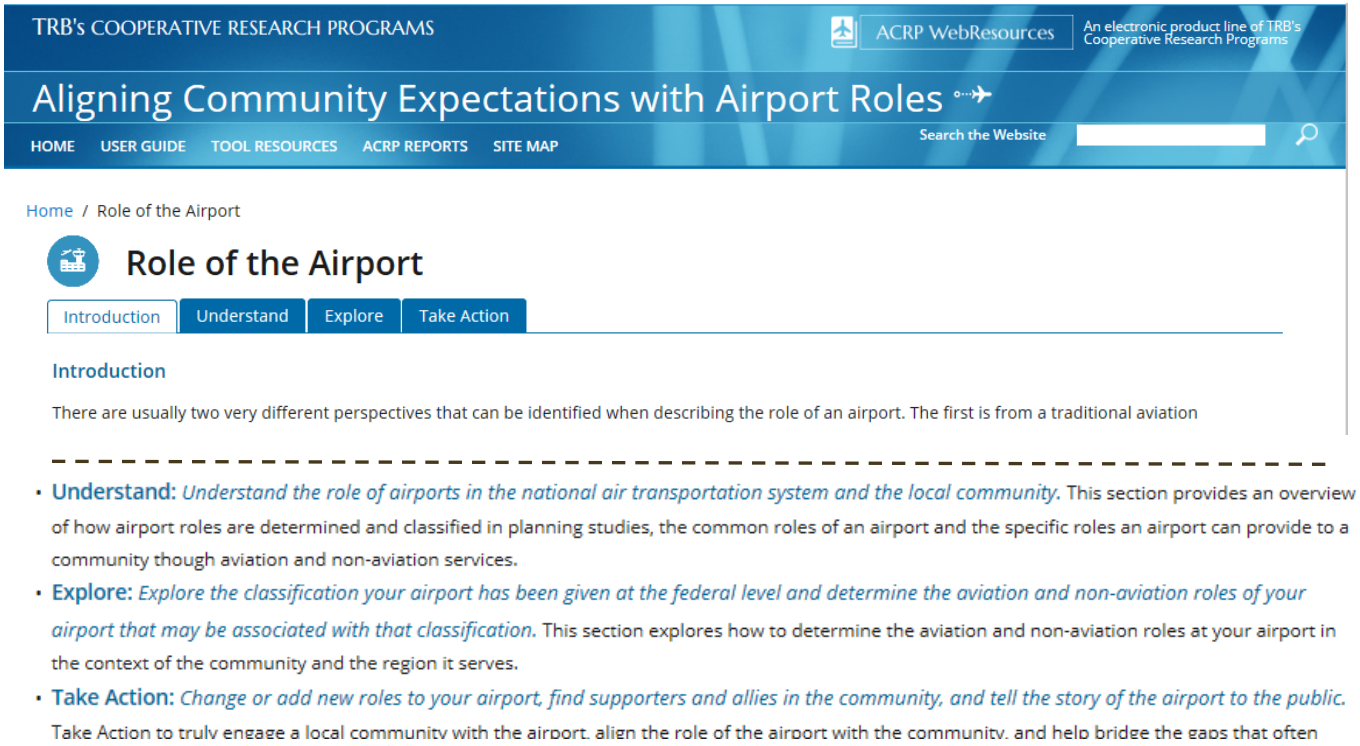
Key Features – Home Page Links



Organization – Role of the Airport



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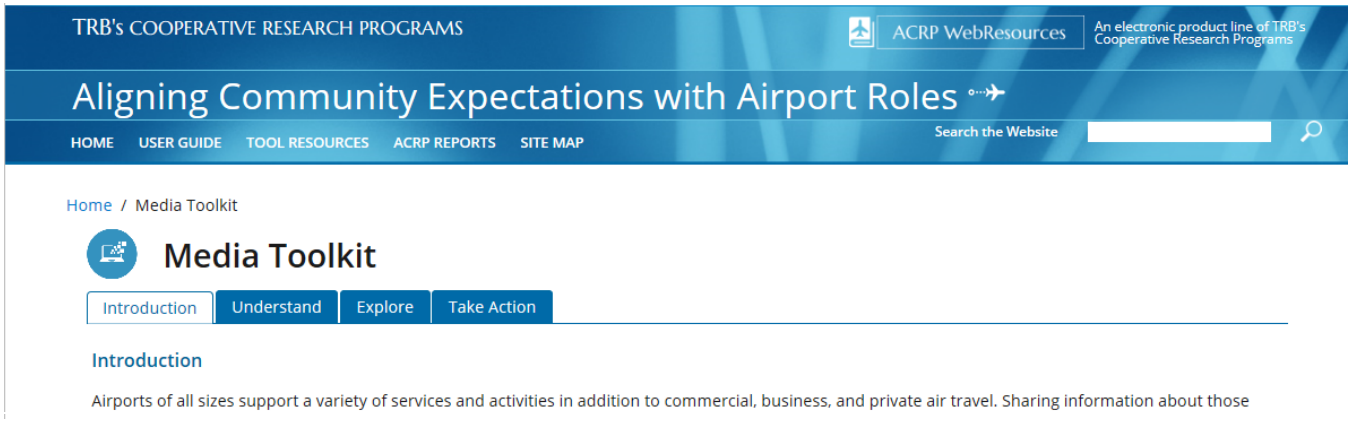
Organization – Media Toolkit



- **Understand:** *Basic Media Kit*

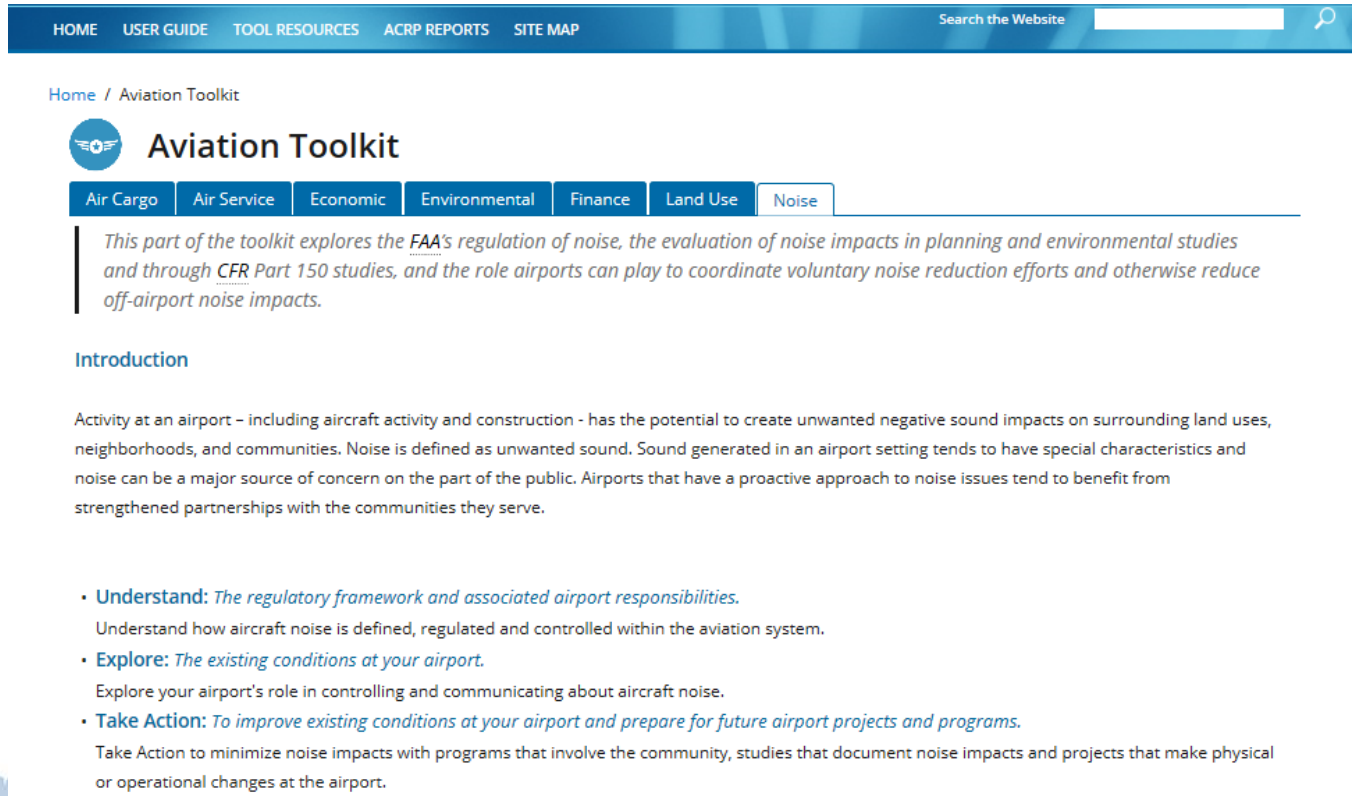
  Information about media tools and links to many existing media resources.
- **Explore:** *Telling the Story*

  Focuses on the benefits of public speaking opportunities as a way to create relationships and provides information by identifying audiences and strategies.
- **Take Action:** *Connecting with the Community*

  Suggests ways to get the public out to the airport with the goal of establishing a sense of connection and understanding.

Organization – Aviation Toolkit

Organization – Aviation Toolkit/Noise



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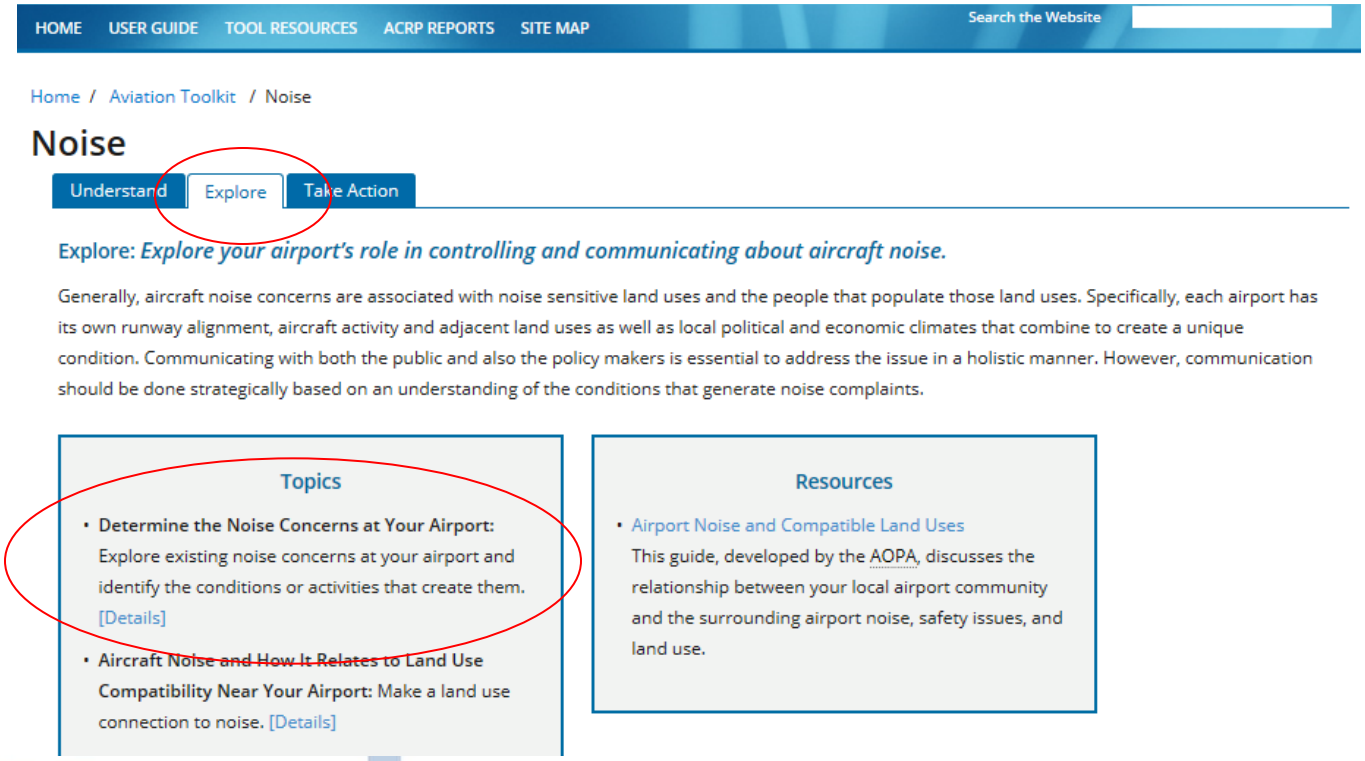
Organization – Noise/Explore



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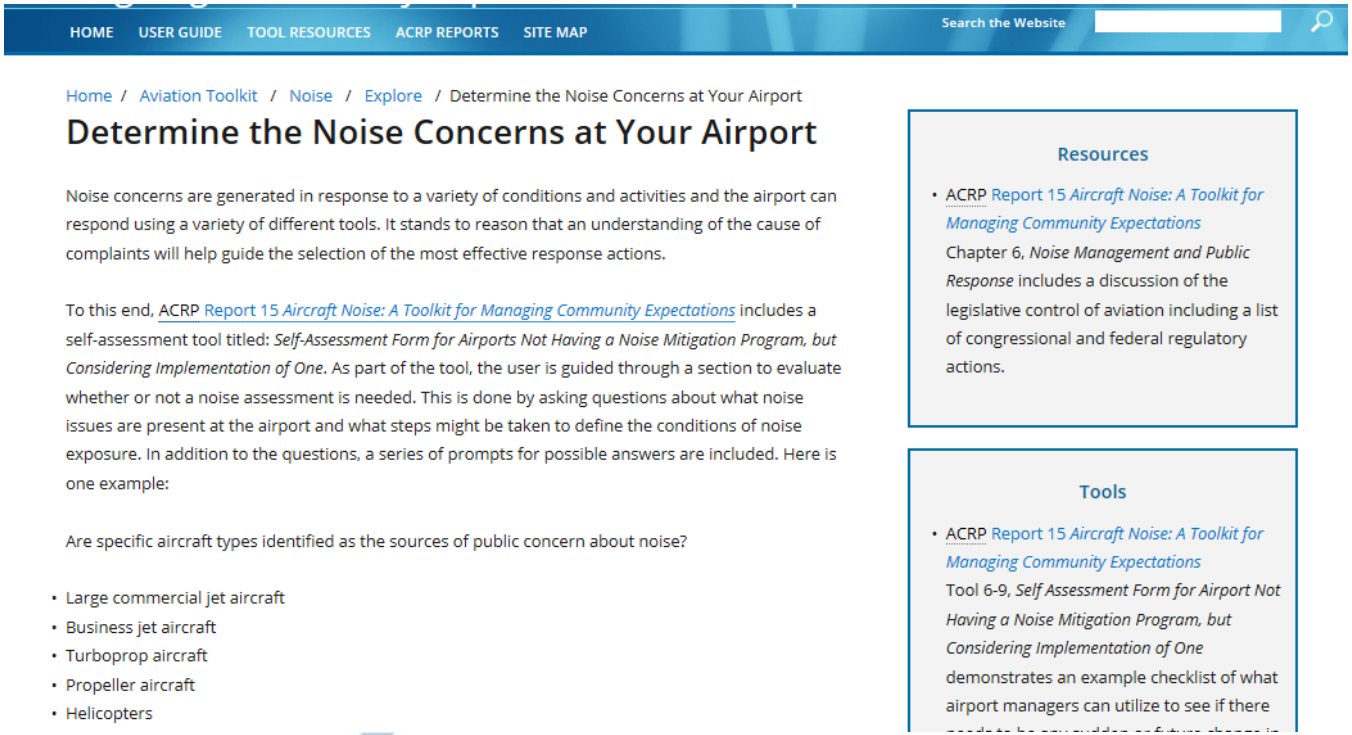
Organization – Noise/Explore



HOME | USER GUIDE | TOOL RESOURCES | ACRP REPORTS | SITE MAP

Search the Website

Home / Aviation Toolkit / Noise / Explore / Determine the Noise Concerns at Your Airport

Determine the Noise Concerns at Your Airport

Noise concerns are generated in response to a variety of conditions and activities and the airport can respond using a variety of different tools. It stands to reason that an understanding of the cause of complaints will help guide the selection of the most effective response actions.

To this end, ACRP Report 15 *Aircraft Noise: A Toolkit for Managing Community Expectations* includes a self-assessment tool titled: *Self-Assessment Form for Airports Not Having a Noise Mitigation Program, but Considering Implementation of One*. As part of the tool, the user is guided through a section to evaluate whether or not a noise assessment is needed. This is done by asking questions about what noise issues are present at the airport and what steps might be taken to define the conditions of noise exposure. In addition to the questions, a series of prompts for possible answers are included. Here is one example:

Are specific aircraft types identified as the sources of public concern about noise?

- Large commercial jet aircraft
- Business jet aircraft
- Turboprop aircraft
- Propeller aircraft
- Helicopters

Resources

- ACRP Report 15 *Aircraft Noise: A Toolkit for Managing Community Expectations*
  Chapter 6, *Noise Management and Public Response* includes a discussion of the legislative control of aviation including a list of congressional and federal regulatory actions.

Tools

- ACRP Report 15 *Aircraft Noise: A Toolkit for Managing Community Expectations*
  Tool 6-9, *Self Assessment Form for Airport Not Having a Noise Mitigation Program, but Considering Implementation of One* demonstrates an example checklist of what airport managers can utilize to see if there

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Scenarios

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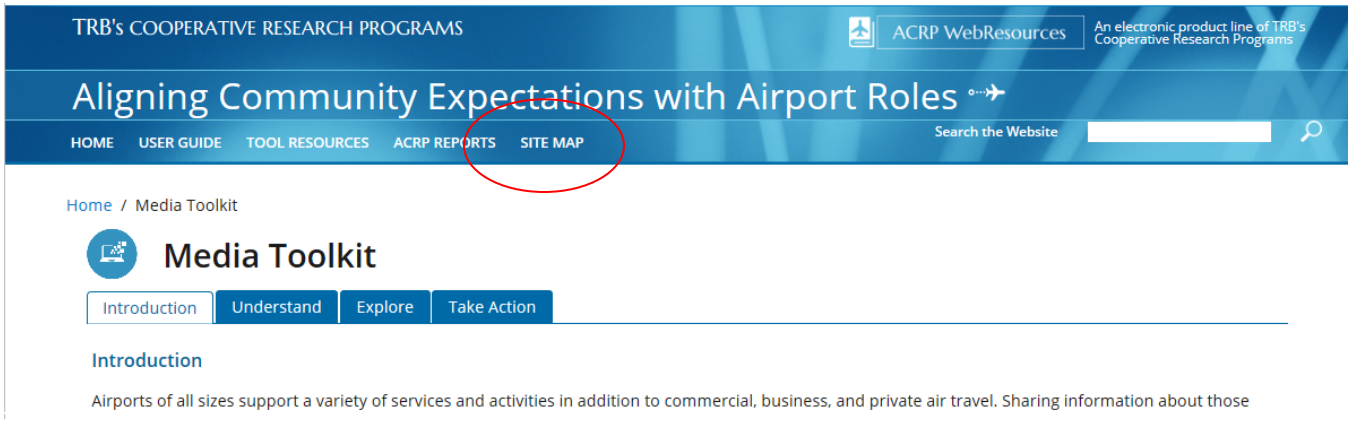
Scenario 1: Before there is a problem

"Proactively building and maintaining positive ongoing stakeholder relationships that are characterized by open communication, transparency, and trust is a key to being able to resolve issues and/or meet mutual goals."

(ACRP Synthesis 65 *Practices to Develop Effective Stakeholder Relationships at Smaller Airports Report* P 33).

Scenario 1: Before there is a problem



- **Understand:** *Basic Media Kit*

  Information about media tools and links to many existing media resources.
- **Explore:** *Telling the Story*

  Focuses on the benefits of public speaking opportunities as a way to create relationships and provides information by identifying audiences and strategies.
- **Take Action:** *Connecting with the Community*

  Suggests ways to get the public out to the airport with the goal of establishing a sense of connection and understanding.

Scenario 1: Before there is a problem

- *Explore:* Telling the Story
  - ✓ Identifying the Story
  - ✓ Finding your Audience and Telling the Story
  - ✓ Telling the Story Again
  - ✓ Telling the Story in Different Ways

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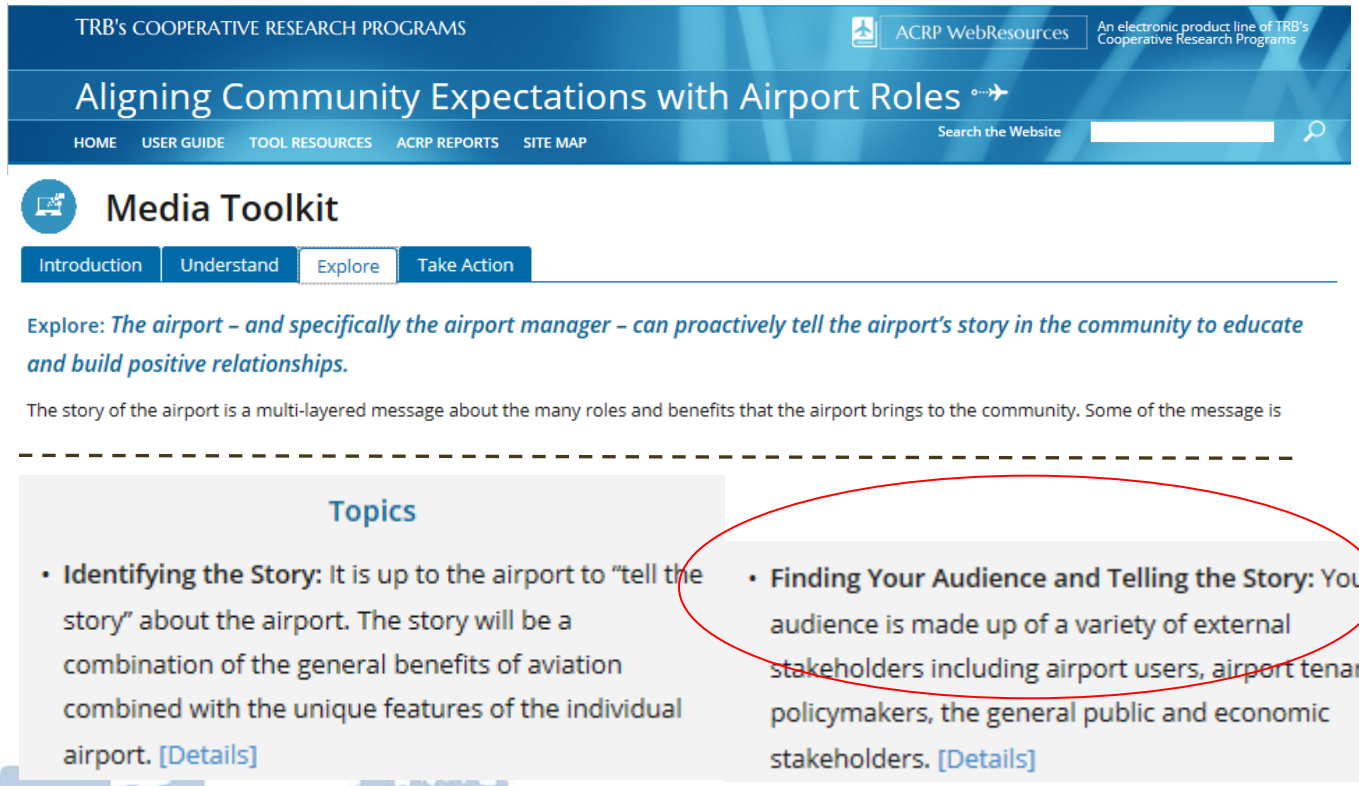
Scenario 1: Before there is a problem



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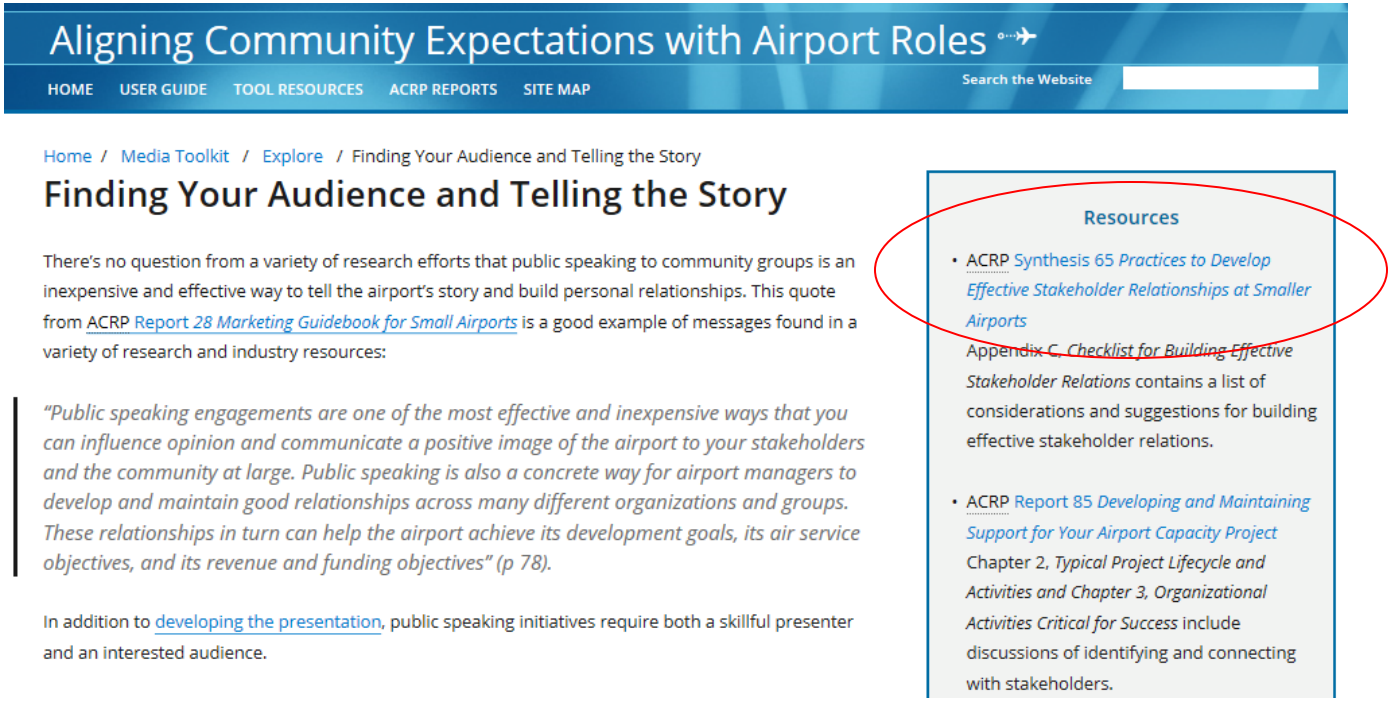
Scenario 1: Before there is a problem



Aligning Community Expectations with Airport Roles

HOME USER GUIDE TOOL RESOURCES ACRP REPORTS SITE MAP

Search the Website

Home / Media Toolkit / Explore / Finding Your Audience and Telling the Story

Finding Your Audience and Telling the Story

There's no question from a variety of research efforts that public speaking to community groups is an inexpensive and effective way to tell the airport's story and build personal relationships. This quote from ACRP Report *28 Marketing Guidebook for Small Airports* is a good example of messages found in a variety of research and industry resources:

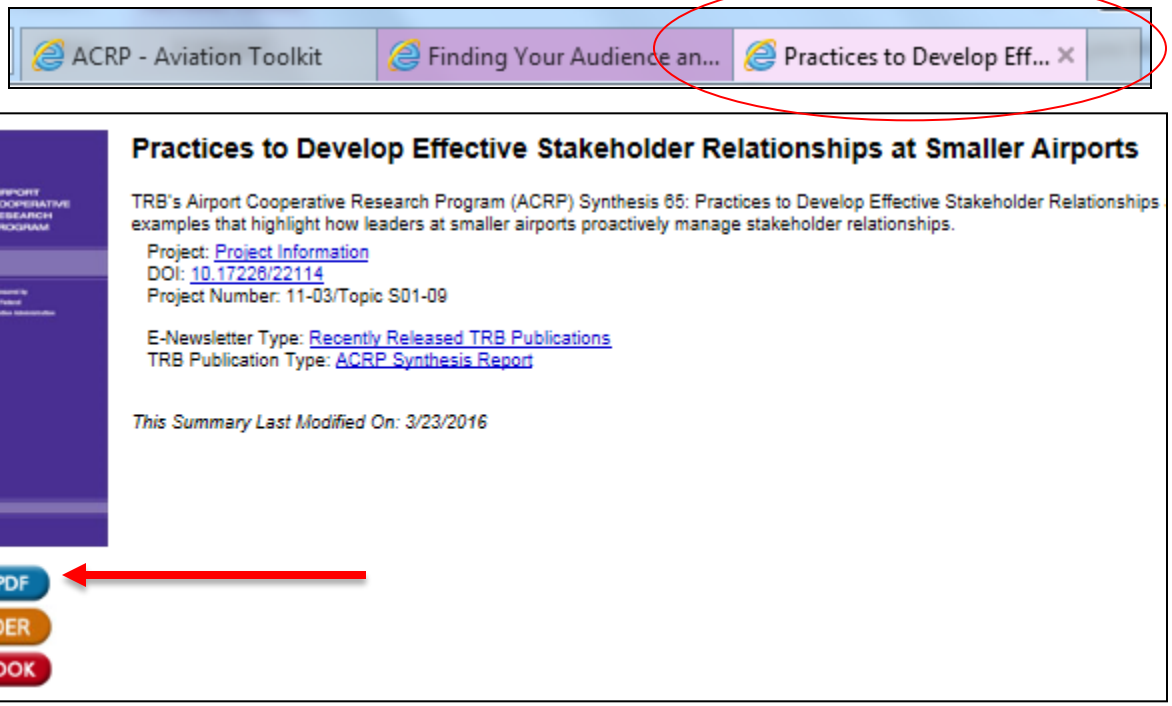
> *"Public speaking engagements are one of the most effective and inexpensive ways that you can influence opinion and communicate a positive image of the airport to your stakeholders and the community at large. Public speaking is also a concrete way for airport managers to develop and maintain good relationships across many different organizations and groups. These relationships in turn can help the airport achieve its development goals, its air service objectives, and its revenue and funding objectives" (p 78).*

In addition to developing the presentation, public speaking initiatives require both a skillful presenter and an interested audience.

Resources

- ACRP Synthesis 65 *Practices to Develop Effective Stakeholder Relationships at Smaller Airports*
  Appendix C, *Checklist for Building Effective Stakeholder Relations* contains a list of considerations and suggestions for building effective stakeholder relations.
- ACRP Report 85 *Developing and Maintaining Support for Your Airport Capacity Project*
  Chapter 2, *Typical Project Lifecycle and Activities* and Chapter 3, *Organizational Activities Critical for Success* include discussions of identifying and connecting with stakeholders.

Scenario 1: Before there is a problem



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Scenario 1: Before there is a problem

Checklist for Building Effective Stakeholder Relations	
	Notes
ASSESS	
As a Leader, am I ready to undertake a Stakeholder Relations Program?	
Do I possess the necessary skills?	
Public speaking	
Marketing	
Public relations	
Social media	
Do I need outside assistance or discuss with other leaders their approaches and techniques?	
Why do I need a Stakeholder Relations Program?	
Resolve conflict?	
Address a specific issue?	
Involve stakeholders in determining the future of our airport?	
Provide effective communications and public relations during an airport planning, environmental, or construction project?	
Obtain stakeholder feedback on a critical issue?	
Inform stakeholders about a specific issue or the airport in general?	
Promote the airport or educate others on the value of the airport?	
Build/foster improved working relationships with stakeholders?	
Address/resolve misconceptions and perceptions about the airport?	
Become more linked to our broader community?	

Appendix C: Practices to Develop Effective Stakeholder Relationships at Smaller Airports

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Scenario 2: Before there is a problem

An invitation to make a presentation to the Planning Commission on compatible land uses.

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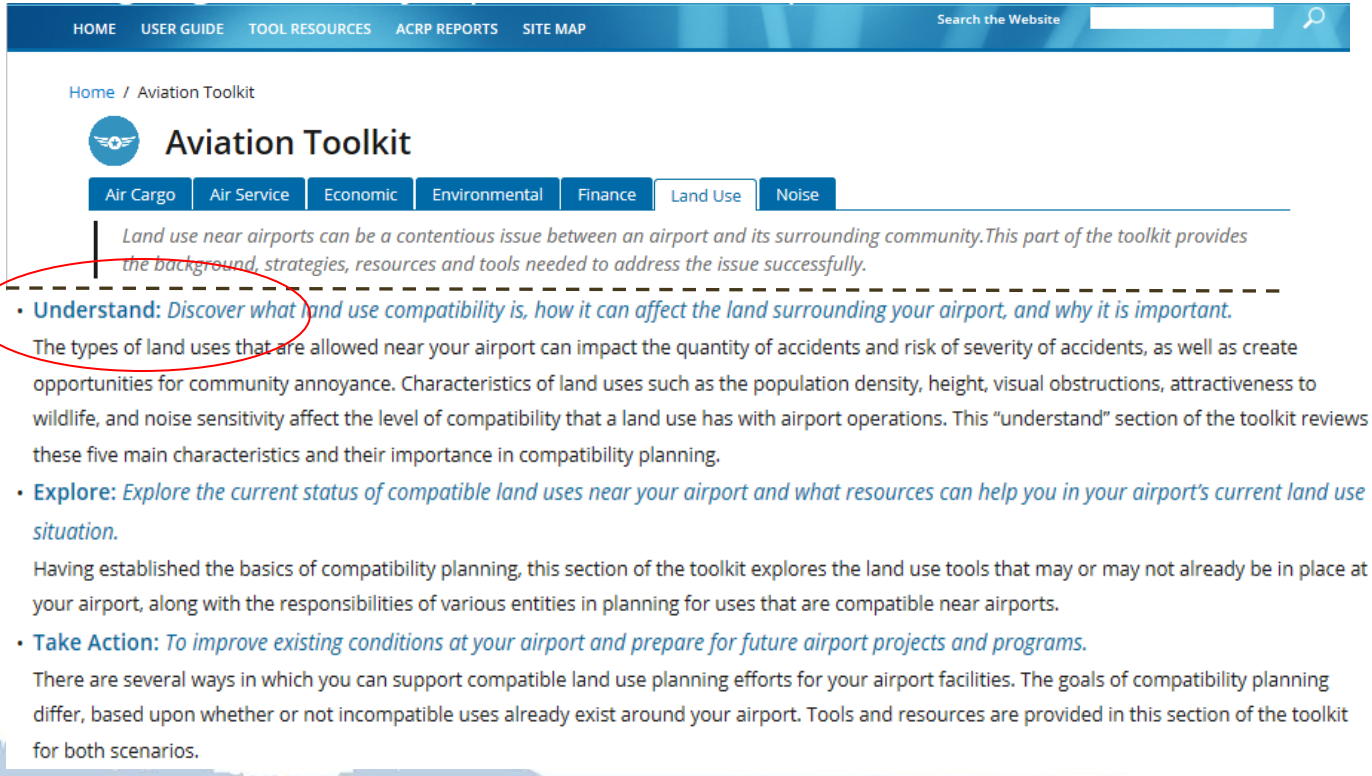
Scenario 2: Compatible Land Use



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Scenario 2: Compatible Land Use

Home / Aviation Toolkit / Land Use / Land Use

Land Use

Understand | Explore | Take Action

Understand: ***Understand what land use compatibility is and why it's important.***

Establishing compatible land uses near your airport can benefit both the airport and the surrounding community alike. Compatible uses can reduce annoyance issues associated with aircraft noise and minimize accident risk for people living near your airport. Additionally, it protects the environment around your airport from things that can impact pilots and aircraft/passengers in flight, including visual obstructions (such as glare that can temporarily blind a pilot) and tall structures that must be navigated around, among others.

Topics

- **Land Use Concerns:** Learn about the five common concerns associated with incompatible land uses. [Details]
- **Planning and Legal Tools:** Understand the planning and legal tools that are employed to establish and maintain compatibility, such as real estate disclosures and zoning ordinances. [Details]
- **Land Use Outreach Tools:** Review the education and communication tools and techniques that are used to promote compatible uses near airports. [Details]

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Scenario 2: Compatible Land Use

Home / Aviation Toolkit / Land Use / Understand / Land Use Outreach Tools

Land Use Outreach Tools

In addition to the planning and legal tools which are used to establish and protect compatible l
uses, other planning tools and techniques can be used at your airport that are focused on the
education and outreach to the local community. Successful public education and outreach prog
are important elements to prevent the encroachment of incompatible land uses upon your airp
environs. Information should be provided to and shared with your community to enhance cred
and promote success in your airport planning efforts. Some of the tools that you can use for pu

- Airport Land Use Brochure Wizard
  This tool is a "wizard" that allows the user to enter airport-specific information to create a customized airport land use brochure. Preview the brochure here.

- Airport Land Use Presentation Template (create from existing presentations) (PowerPoint file)
  This PowerPoint presentation was created as a general tool to explain the five basic categories of land use compatibility concerns and the legal basis for airport land use compatibility. It can be customized by the user.

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Scenario 2: Compatible Land Use

Screen shot of PPT tool that can be customized for use.

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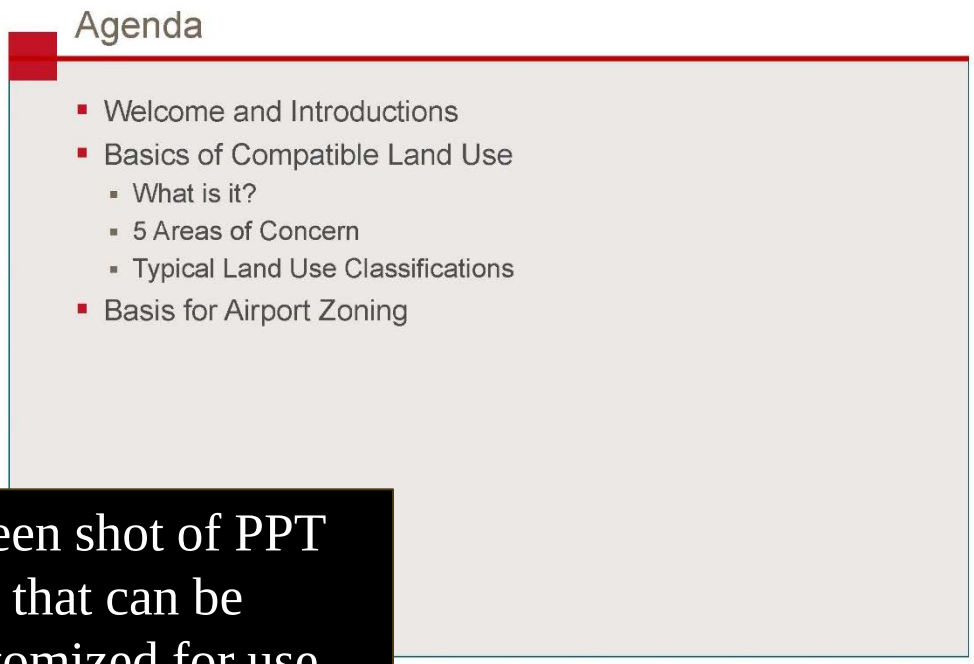
Scenario 2: Compatible Land Use



Screen shot of PPT tool that can be customized for use.

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Scenario 2: Compatible Land Use

Noise Sensitivity

- Concern regarding the disruption of activities
- Critical uses include:
  - Schools
  - Religious Institutions
  - Residential development
  - Other

School

Residential subdivision

Screen shot of PPT tool that can be customized for use.

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Other Scenarios: If there is a problem

- Why does the city provide so much money to the airport from the general fund?
- Why doesn't the airport have commercial service?
- **Why is the airport generating nighttime noise complaints?**

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Scenario 3: Noise Concerns

Home / Aviation Toolkit

Aviation Toolkit

Air Cargo | Air Service | Economic | Environmental | Finance | Land Use | Noise

This part of the toolkit explores the FAA's regulation of noise, the evaluation of noise impacts in planning and environmental studies and through CFR Part 150 studies, and the role airports can play to coordinate voluntary noise reduction efforts and otherwise reduce off-airport noise impacts.

Introduction

Activity at an airport – including aircraft activity and construction - has the potential to create unwanted negative sound impacts on surrounding land uses, neighborhoods, and communities. Noise is defined as unwanted sound. Sound generated in an airport setting tends to have special characteristics and noise can be a major source of concern on the part of the public. Airports that have a proactive approach to noise issues tend to benefit from strengthened partnerships with the communities they serve.

- **Understand:** *The regulatory framework and associated airport responsibilities.*
  Understand how aircraft noise is defined, regulated and controlled within the aviation system.
- **Explore:** *The existing conditions at your airport.*
  Explore your airport's role in controlling and communicating about aircraft noise.
- **Take Action:** *To improve existing conditions at your airport and prepare for future airport projects and programs.*
  Take Action to minimize noise impacts with programs that involve the community, studies that document noise impacts and projects that make physical or operational changes at the airport.

Scenario 3: Noise Concerns

Home / Aviation Toolkit / Noise

Noise

Understand | Explore | Take Action

Understand: ***Understand how aircraft noise is defined, regulated and controlled within the aviation system.***

The airport's ability to control and minimize aircraft noise is quite limited by federal statutes. Generally speaking, Congress, through the Federal Aviation Administration (FAA), has preempted much of the authority for addressing and regulating aircraft-generated noise. At the same time, airports that receive federal funding are also obligated to actively engage in minimizing noise conflicts through compatible land uses. In some cases, NextGen technology will have an influence on noise impacts. And although the airport's control over noise is limited, there are some voluntary programs that can help to reduce noise impacts on the surrounding community.

Topics

- **Determine Who Controls Aircraft Noise:** Understand who has the regulatory authority to control noise and the legislation that assigns it. [Details]
- **State and Local Influence Over Aircraft Noise:** While the FAA controls noise at the source and the implementation of noise or access restrictions, state statutes and local considerations can also influence airport actions. [Details]
- **Identify How Aircraft Noise Is Described and What It**

Scenario 3: Noise Concerns

Home / Aviation Toolkit / Noise / Understand / Determine Who Controls Aircraft Noise

Determine Who Controls Aircraft Noise

The federal government has preempted much of the authority for addressing and regulating aircraft-generated noise. The FAA controls aircraft once it departs the runway. In addition, the FAA has the responsibility and authority for determining acceptable noise levels of aircraft "at the source." The Airport has no authority over how much noise an individual aircraft can generate and public use airports cannot control the type, number, or time of day that aircraft fly. The FAA also determines eligibility for Airport Improvement Program (AIP) noise abatement or mitigation funds, and their associated thresholds.

Congress has delegated to FAA the responsibility to address aircraft noise
The Airport Noise and Capacity Act of 1990 imposes requirements on loca
operation of Stage 2 and Stage 3 aircraft (49 USC Section 47524(b) and Se

Resources

- ACRP Report 15 *Aircraft Noise: A Toolkit for Managing Community Expectations*
  Chapter 6, *Noise Management and Public Response* includes a discussion of the legislative control of aviation including a list of congressional and federal regulatory actions.

16 *Compilation of Noise*
s Outside DNL 65
ıtions, Policies, and Court

Tools

- ACRP Report 15 *Aircraft Noise: A Toolkit for Managing Community Expectations*
  Table 6-1, *Authorities and Responsibilities of Parties* provides a number of noise abatement actions taken by a number of authorities such as the United States Congress and the FAA.

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Scenario 3: Noise Concerns

Authorities and Responsibilities of Parties				
Airport Owner or Operator	**Aircraft Operators**	**Aircraft Manufacturers**	**Local Government Jurisdictions**	**Airport Neighbors**
May request change of FAA Air Traffic management procedures, through Part 150 or other action. May control noise of aircraft not in flight or on runway	Operate aircraft safely and in accordance with federal flight standards.	Must manufacture aircraft to meet established guidelines for weight and number of engines	Communities may establish controls on ground activity, but are preempted from jurisdiction over aircraft in flight or during landing or takeoff	None
None	Maintain aircraft to continue to meet standards	Design and construct aircraft to achieve certification standards set by federal regulation	None	None
May advise and request modifications to routes for noise abatement	IFR – fly routes assigned by ATC. VFR – fly where desired assuring separation from other traffic	None	None	None
May advise and request modifications to routes for noise abatement. May add number of routes through improved instrumentation for landing	IFR – fly routes assigned by ATC. VFR – fly where desired assuring separation from other traffic	None	None	None

Scenario 3: Noise Concerns

Home / Aviation Toolkit / Noise

Noise

Understand | Explore | Take Action

Take Action: *Take Action to minimize noise impacts with programs that involve the community, studies that document noise impacts and projects that make physical or operational changes at the airport.*

While the airport does not control noise, there are opportunities to reduce impacts through education a
programs can consist of committees to evaluate certain operational practices on the airfield, community
procedures, reviewing future land use plans, web based public outreach programs and the preparation

Topics

- **Provide a Noise Page on the Airport's Website:** Develop a noise section of the airport website and populate it with FAQs and information about programs and resources. [Details]
- **Consider a Part 150 Study:** Noise studies can document existing noise impacts at the airport. [Details]
- **Voluntary Noise Abatement Programs:** Can be developed through the work of a Noise Abatement Council. [Details]
- **Changes to Airport Operations:** Can be effective but often require the support of the FAA for implementation and funding. [Details]

Scenario 3: Noise Concerns Tool Example

General Noise Overview

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Airports face many challenging issues. Among those issues is the effect that aircraft noise can have on the communities surrounding an airport. Over the past several decades, as communities around airports have grown and air travel has expanded, aircraft noise continues to be a major community concern. Through smart land use planning, coordination, and operational awareness, airports can work towards reducing the impact of aircraft operations on the community.

Legislation and Regulations Associated with Aircraft Noise and Land Use Compatibility

With the introduction of larger aircraft, ever-increasing operations, and changes in operational procedures, aircraft noise is perceived to have a greater ability to negatively affect land uses adjacent to and nearby airports. To address the issues of aircraft noise and land use compatibility, legislation and regulation over the past three decades has focused on the following issues:

- Assistance with noise compatibility programs and mitigation
- Funding for noise compatibility and mitigation programs
- Maintenance of compatible land uses surrounding airports
- Establishment of national noise policy regarding the phasing out of noisier aircraft
- Inclusion of noise as a resource when evaluating potential environmental impacts of projects
- Development of specific mitigation measures addressing aircraft noise

Aircraft Noise Compatibility Planning

Local Land Use Planning

Local land use planning, as a method of determining appropriate (and inappropriate) use of properties around airports, should be an integral part of the land use policy and regulatory tools recommended by airports and land use planners, and implemented by local jurisdictions. Coordination with local governmental jurisdictions and use of compatible land use tools can help to ensure land use compatibility. Examples of local land use compatibility tools include comprehensive plans, zoning regulations, and building and housing codes, among others.

Coordination Regarding Airport Planning and Land Use Compatibility

Whether updating an Airport Master Plan, addressing existing noise issues or conducting noise/land use studies, coordination and communication between the airport and local planning agencies and the community can help provide opportunities for gathering input from different perspectives in the planning process. Communication with local, state, and federal agencies can help to guide land use compatibility planning and implementation, while regular and positive coordination with surrounding communities, affected neighbors, and stakeholders regarding potential noise issues can help to maintain good relations in the community. Overall, establishing and maintaining coordination could minimize or prohibit the development or continuation of non-compatible land uses.

Part 150 Noise Compatibility Study

From a land use perspective, airport noise compatibility planning focuses on reducing existing non-compatible land uses around airports and preventing the introduction of new non-compatible land uses. A Federal Aviation Regulation (FAR) Part 150 Noise Compatibility Study (14 CFR Part 150) is a voluntary noise exposure and land use compatibility study prepared by an airport to identify existing noise exposure, identify potential future noise exposure, to evaluate various alternatives, and to make recommendations as to viable noise abatement/mitigation measures. Typically recommended noise abatement measures fall into three categories:

1. Operational measures such as changes in runway use or changes in flight track location.
2. Preventive measures (i.e., compatible land use zoning or noise overlay zoning)
3. Mitigation or remedial measures (i.e., purchase of property or sound insulation of affected residential properties)

ACRP Report 155

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Thank you!

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