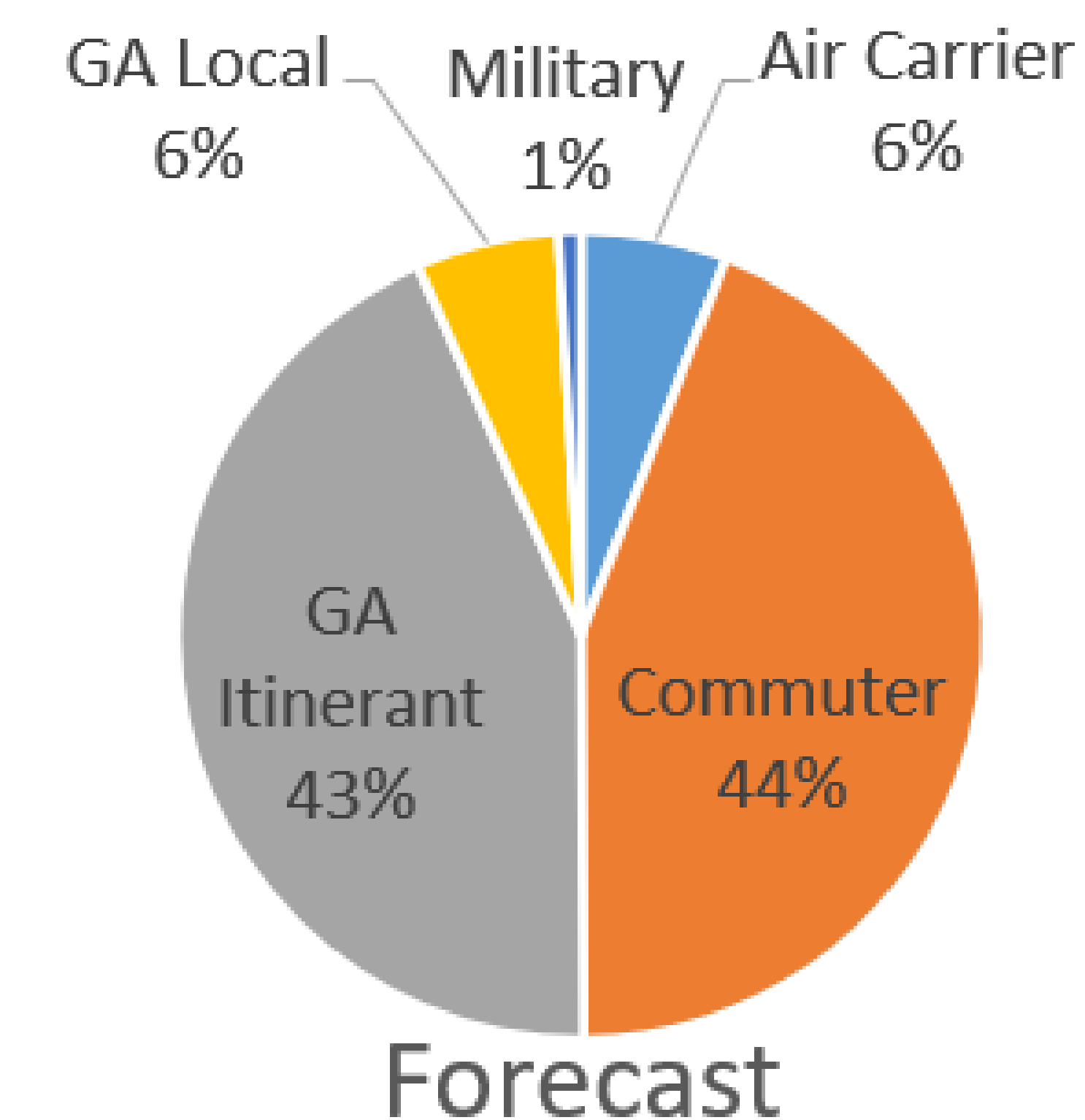
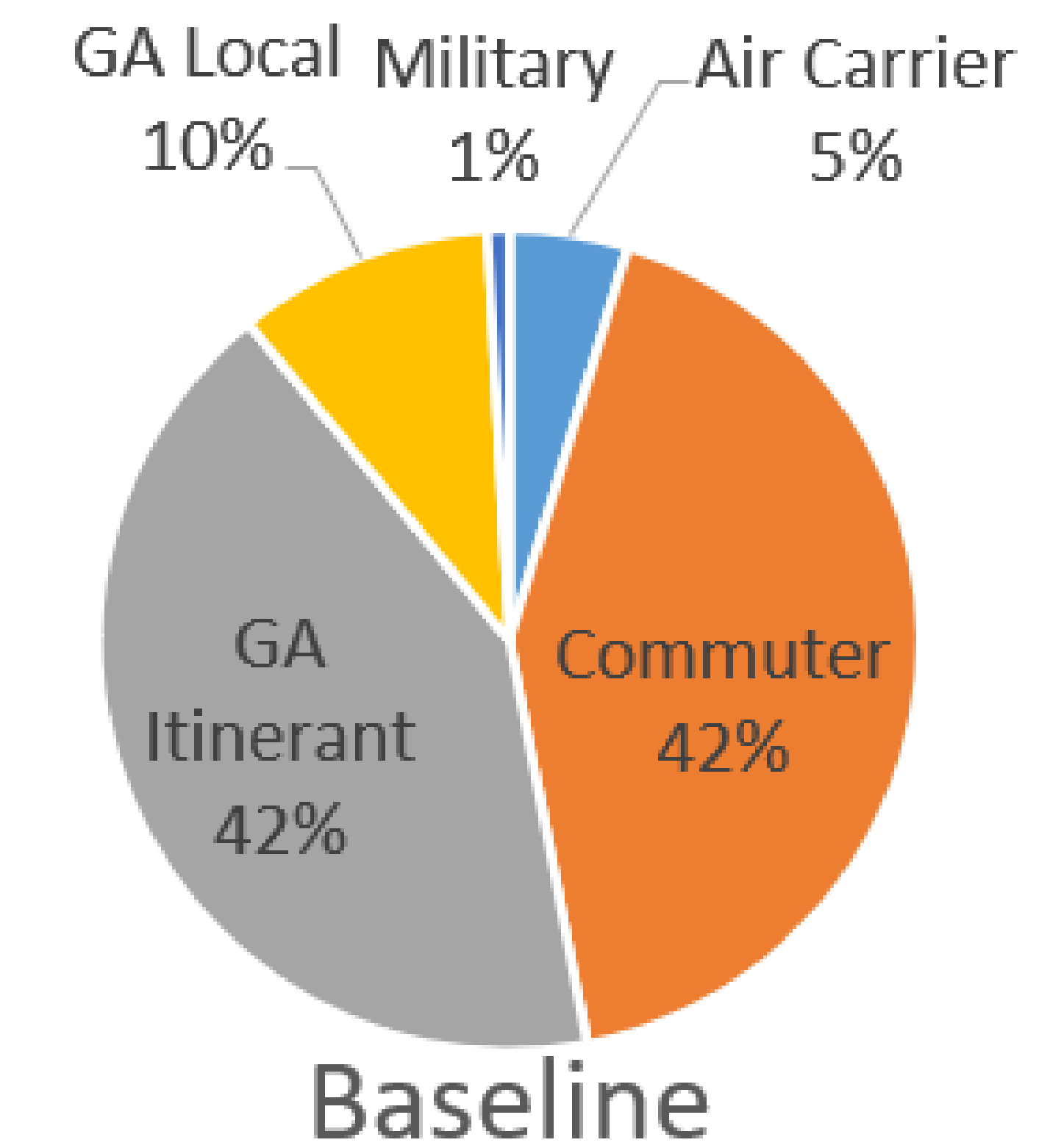


Current and Forecast Year Flight Operations

Operations Period		Jet	Non-Jet	Helicopter	Total
Annual	2023	9,880	34,236	2,295	46,411
	2028	10,568	35,257	2,323	48,148
Average Annual Day	2023	27.0	93.8	6.3	127.1
	2028	29.0	96.6	6.4	132.0
Peak Season Avg Day*		67.4	153.7	8.8	229.9



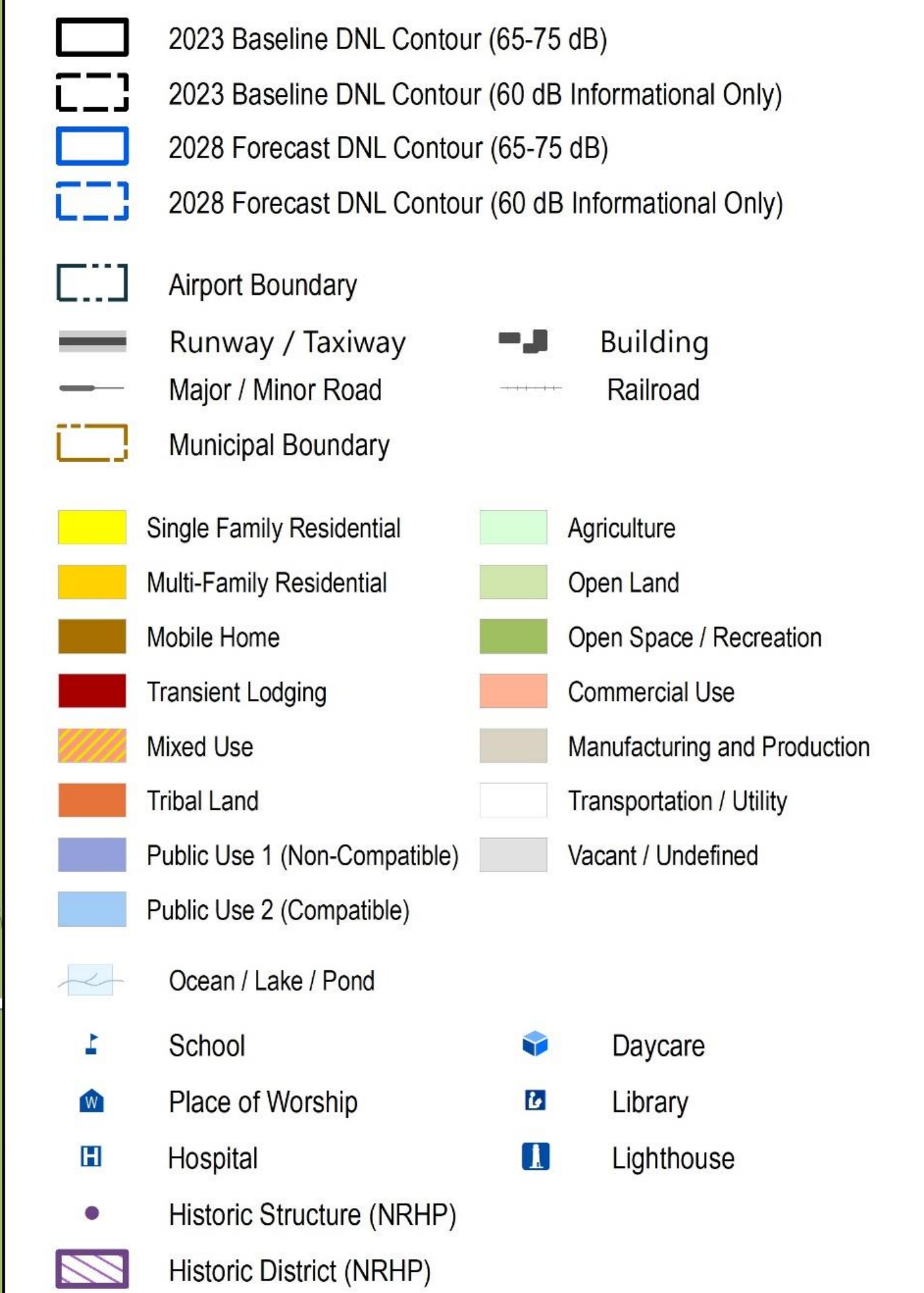
*Peak season defined as July and August. Analysis based on counts from 2022 flight data.

Draft Noise Exposure Contours – 2023/2028

- DNL 60 dB (dashed contours) are shown for informational purposes only
- **Key changes from 2023 to 2028:**
 - 3.75% increase in operations from 2023-2028 (4.8 more average daily operations)
 - JetBlue fleet mix changes (Embraer 190 → Airbus A220)

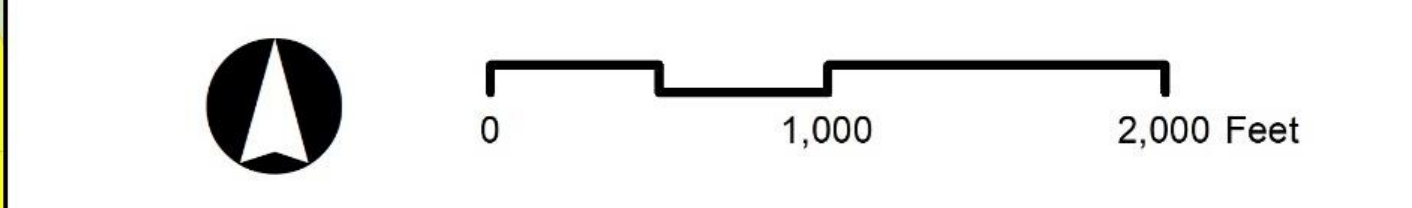


Figure 6-3: Comparison of Existing Condition (2023) and Forecast Conditions (2028) NEM



Note: Entire area shown is within the County of Dukes County.

Source: MassGIS (Bureau of Geographic Information), Commonwealth of Massachusetts
 EOTSS; ESRI, Inc., National Register Historic Places



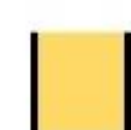

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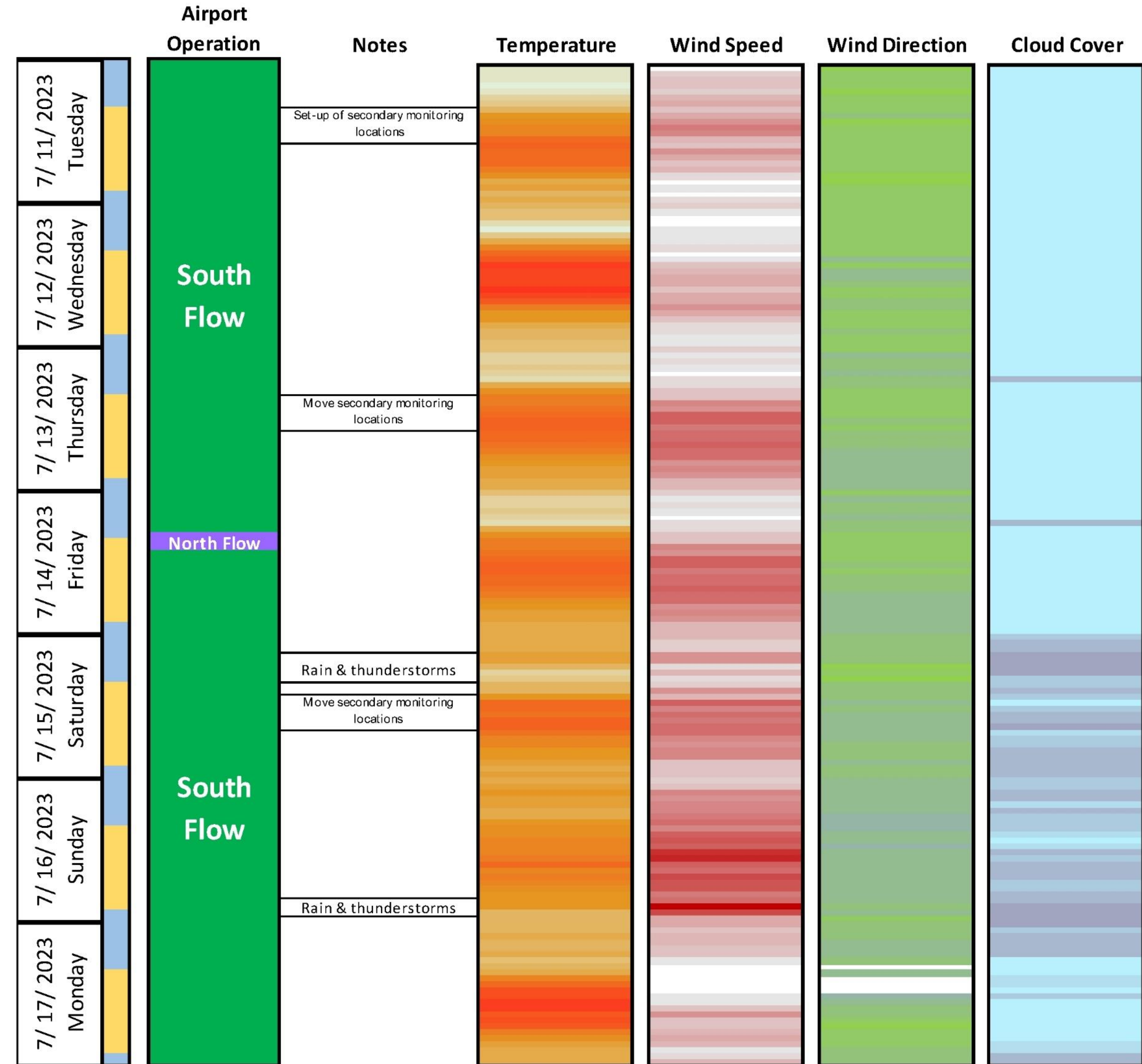
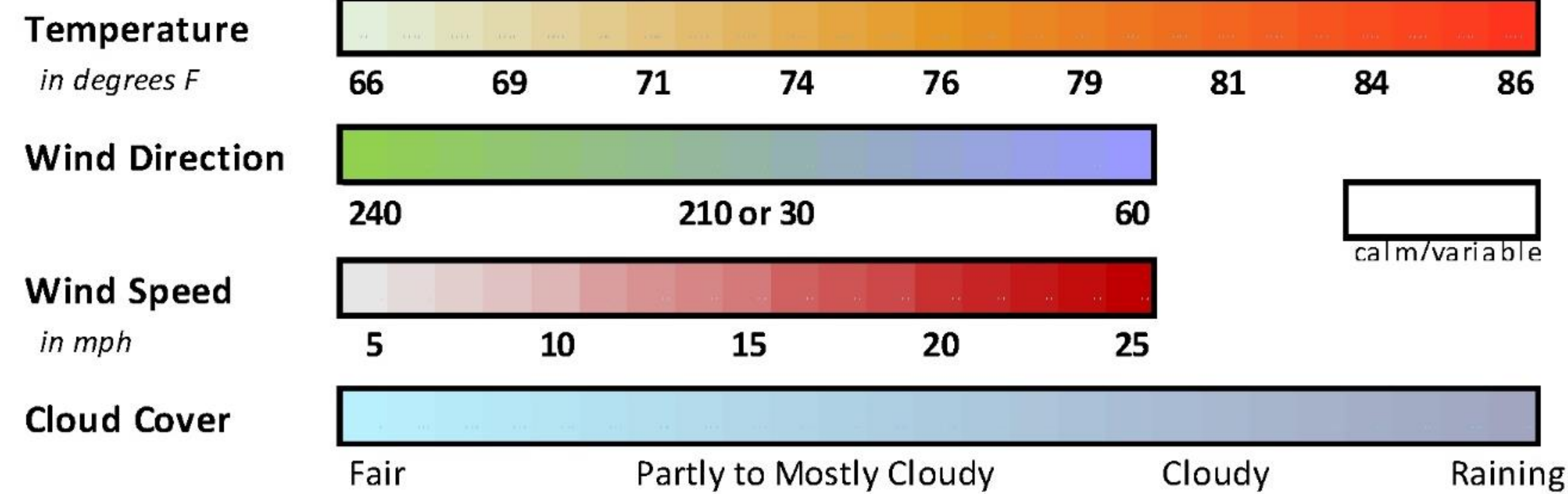
Noise Level, DNL	Existing – 2023		Forecast – 2028	
	Estimated Population	Estimated Housing Units	Estimated Population	Estimated Housing Units
65-70 dB	0	0	0	0
70-75 dB	0	0	0	0
75+ dB	0	0	0	0
Total	0	0	0	0

Noise Measurement Program

- Airport was in south flow almost exclusively (arrivals to and departures from Runway 24)
- Flow direction corresponds to wind direction
- Excess noise energy from rain and thunderstorms was excluded from DNL calculations
- Airport briefly closed on Saturday afternoon

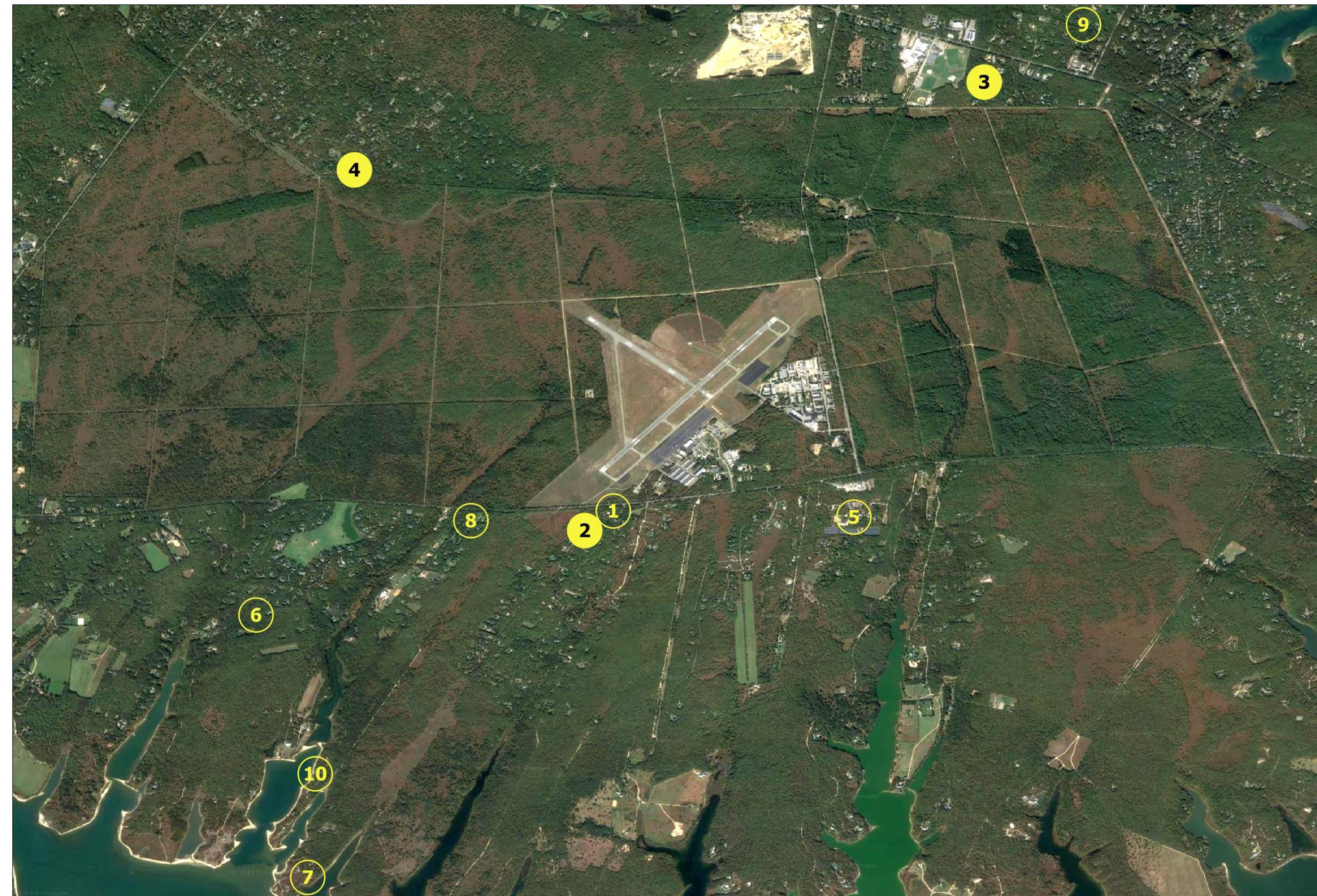
Legend:

 daytime - 7:00am to 10:00pm
 nighttime - 10:00pm to 7:00am

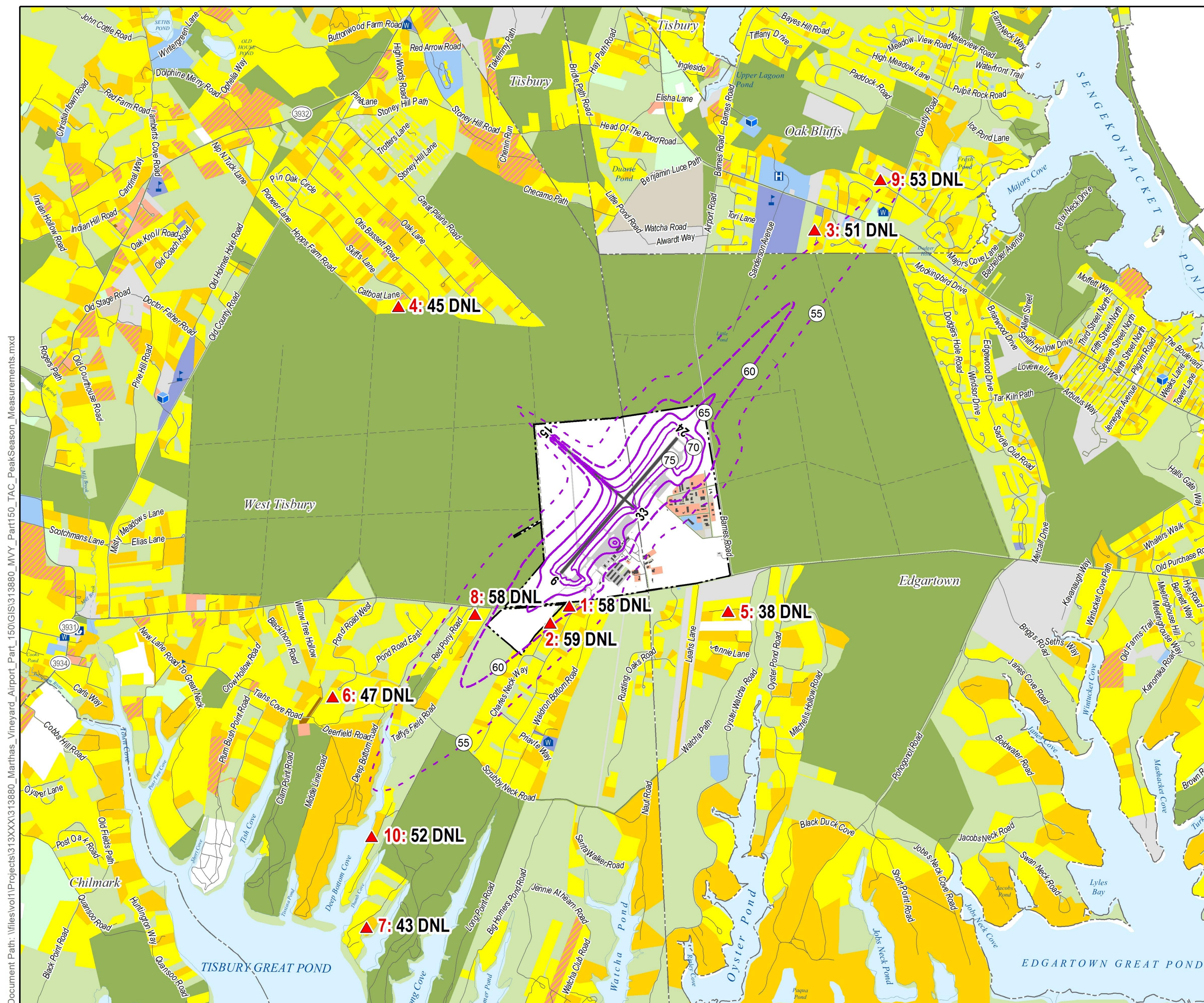


Noise Monitor Locations

- 3 primary sites
 - Used 3 of the 6 monitors
 - Closest to runway ends
 - Collected data all week (180 hours)
 - Circles 2, 3, 4
- 7 secondary sites
 - Used other 3 monitors
 - 48 – 120 hours at each
 - Different types of aircraft noise events
 - Circles 1, 5, 6, 7, 8, 9, 10



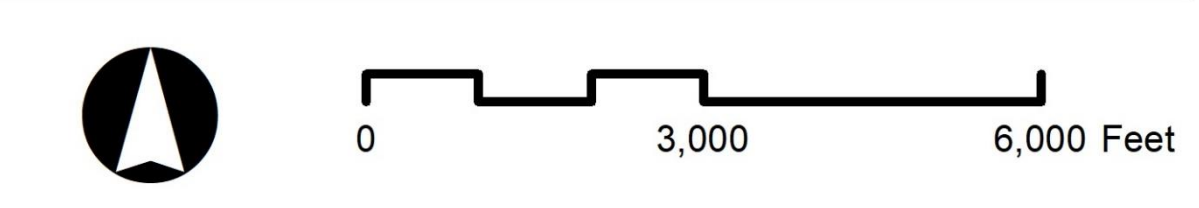
Measured Noise Levels – DNL



Peak Season Average Day DNL Contour and Measured Noise Levels

- Peak Season Average Day DNL Contour (65-75 dB)
- Peak Season Average Day DNL Contour (60 dB)
- Peak Season Average Day DNL Contour (55 dB)
- Measurement Location
- Airport Boundary
- Runway / Taxiway
- Major / Minor Road
- Municipal Boundary
- Building
- Railroad
- Single Family Residential
- Multi-Family Residential
- Mobile Home
- Transient Lodging
- Mixed Use
- Tribal Land
- Public Use 1 (Non-Compatible)
- Public Use 2 (Compatible)
- Ocean / Lake / Pond
- School
- Place of Worship
- Hospital
- Historic Structure (NRHP)
- Historic District (NRHP)
- Agriculture
- Open Land
- Open Space / Recreation
- Commercial Use
- Manufacturing and Production
- Transportation / Utility
- Vacant / Undefined
- Daycare
- Library
- Lighthouse



Source: MassGIS (Bureau of Geographic Information), Commonwealth of Massachusetts
 EOTSS; ESRI, Inc., National Register Historic Places



Site	Location	Aircraft DNL	Total DNL (All Sources)
1	Vineyard Meadow Farms Road	58	59
2	Vineyard Meadow Farms Road	59	60
3	Ryan's Way, Oak Bluffs	51	53
4	Catboat Lane	45	55
5	Watcha Path	38	53
6	South Pond Road	47	50
7	Middle Point Road	43	54
8	Edgartown – West Tisbury Road	58	59
9	Quantapog Road	53	55
10	Thumb Point Road	52	55

Fly Friendly Program Assessment


- MVY's noise abatement program established in 2003
- Voluntary & informal
- Evaluation based on the program materials published on the website, compared to full year of radar flight track data



NOISE ABATEMENT

Volume 1 / Issue 1

FLY FRIENDLY
The Martha's Vineyard Airport is committed to being a good neighbor.
We have developed the Fly Friendly program to support flying activities that are considerate of our community.
The Fly Friendly program identifies practical measures to decrease noise, such as voluntary limitations of flight training and flights over residential areas, and promoting good flying habits.



FLYING HIGH TO LESSEN NOISE
Pilots are required by law to maintain a safe altitude at all times, including when flying over residential areas. Aside from landing or taking off, the minimum height a plane should fly is 1,000ft over inhabited areas and 500ft over uninhabited areas or over water.

Safety is always first
Safety is paramount at Martha's Vineyard Airport. Pilots are expected to make their best efforts to comply with the Fly Friendly program, but there may be times when weather, air traffic procedures and safe separation distances between aircraft may mean that they are not able to follow all of the fly friendly procedures.

Considerate flying
Pilots are encouraged to be respectful when flying to/from Martha's Vineyard. Through the Fly Friendly program, pilots are asked to:

- Be aware of noise sensitive areas
- Avoid prolonged engine run-ups during evening/night/morning
- Avoid flying low at all times, especially over residential areas
- Keep flight training patterns as compact as possible, avoid turns over residential areas.
- Climb to altitude (2000ft) as soon as possible and then reduce power to cruise settings.
- Minimize tight turns over residential areas
- Fly across the least noise-sensitive areas, circumnavigate the island over the water.
- Use proper power settings during arrivals and departures.
- Visit mvyairport.com for more information and updates.

Delaying aircraft turns

Because residential communities surround most areas South and West of the airport, pilots should make every effort to wait to turn to minimize noise over residential areas (see map 1a.) Aircraft landing runway 06 will intercept a 2 mile straight in (SILOC) or turn over the 3rd finger of the West Tisbury Great pond. Aircraft departing runway 24 are asked to make their turn at an altitude of 2000ft or 2 miles, 3rd finger of the pond. Right hand turns can be made departing runway 24 before the West Tisbury road and the turn stays within the confines of the State Forest and it is a **SAFE** operation for the pilot and aircraft.

"Complying with voluntary noise abatement procedures helps maintain the character of Martha's Vineyard that has made it a treasured place to live, work and visit"

VOLUNTARY NOISE ABATEMENT PROGRAMS AT MVY

Martha's Vineyard airport has long implemented a voluntary noise abatement program to address aircraft activity that may affect our surrounding communities.

- No departures exceeding 75 dBA between 2200 and 0600 local time (10:00pm-6:00am)
- All aircraft to avoid intersection departures
- Corporate pilots use close-in noise abatement profiles as defined by their aircraft manufacturer or by the National Business Aircraft Association (NBAA)
- Preferred runway for noise abatement is runway 06
- Use over-water approaches/departures (06-24) to reduce noise over residential areas especially at night and early mornings.
- Pattern altitudes: light aircraft (1000ft) Large and Turbine powered aircraft (1500ft)
- Remain 1 mile off shore when circumnavigating the island
- See FAA Advisor Circular AC90-66A

KATAMA AIRFIELD TRAFFIC (NOT CONTROLLED BY MVY ATC)

- From N/NW: expect MVY transition N & E of shoreline at 2000ft or overhead at 3000ft
- From West: expect MVY transition along South shoreline at 2000ft or overhead at 3000ft

NOISE REDUCTIONS ON THE GROUND

Noise on the apron can carry into residential areas. Try to minimize noise on the ramp.

- Auxiliary Power Units (APU) are important for pilots for safety checks and to keep the cabin comfortable. But excessive use creates noise exceeding 110 decibels and air pollution. **Please limit APU use to 15 minutes.**

MVY frequencies

- Tower: 121.4
- Ground: 124.35
- Unicom: 122.95
- Boston South: 119.70

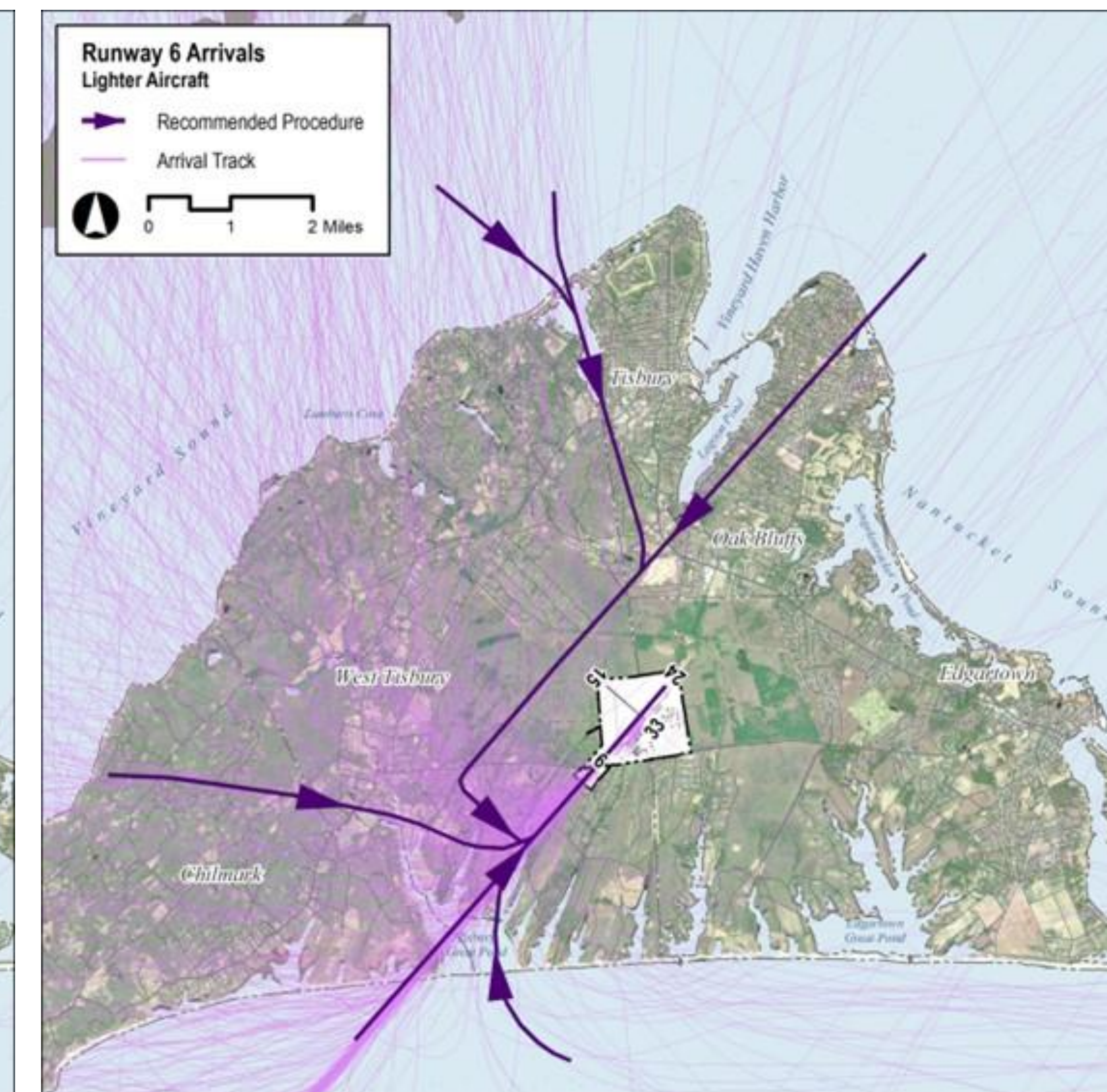
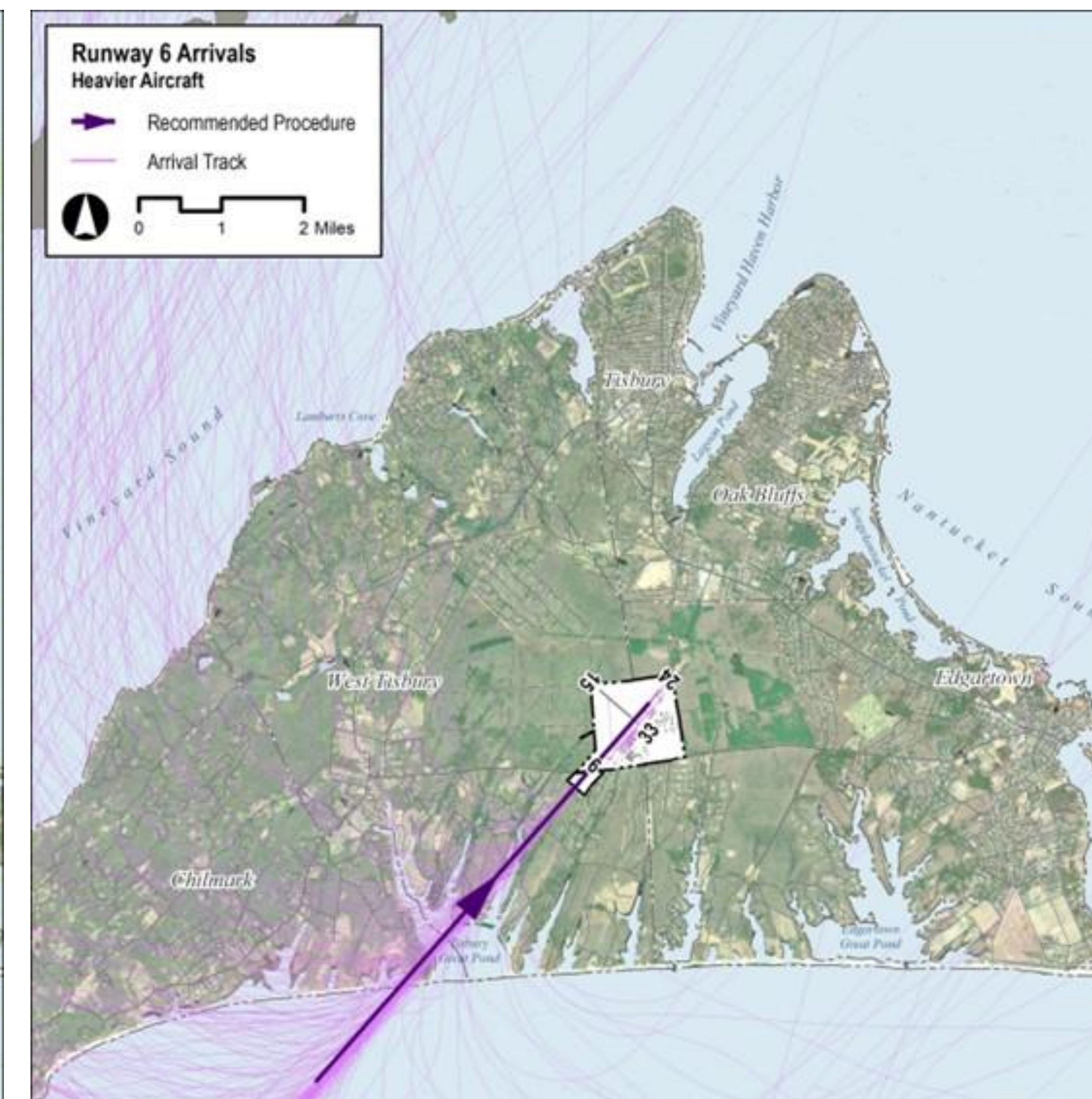
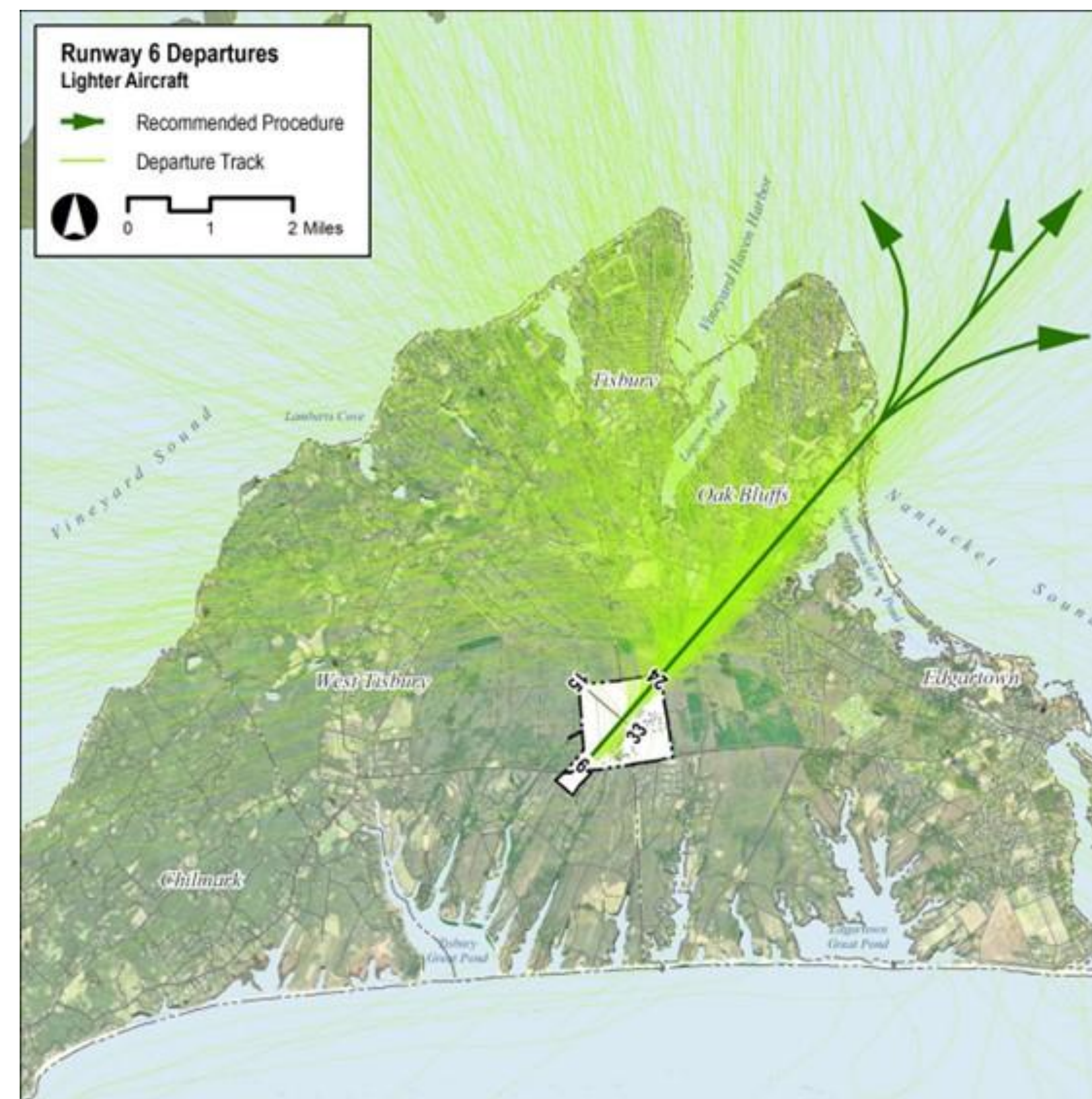
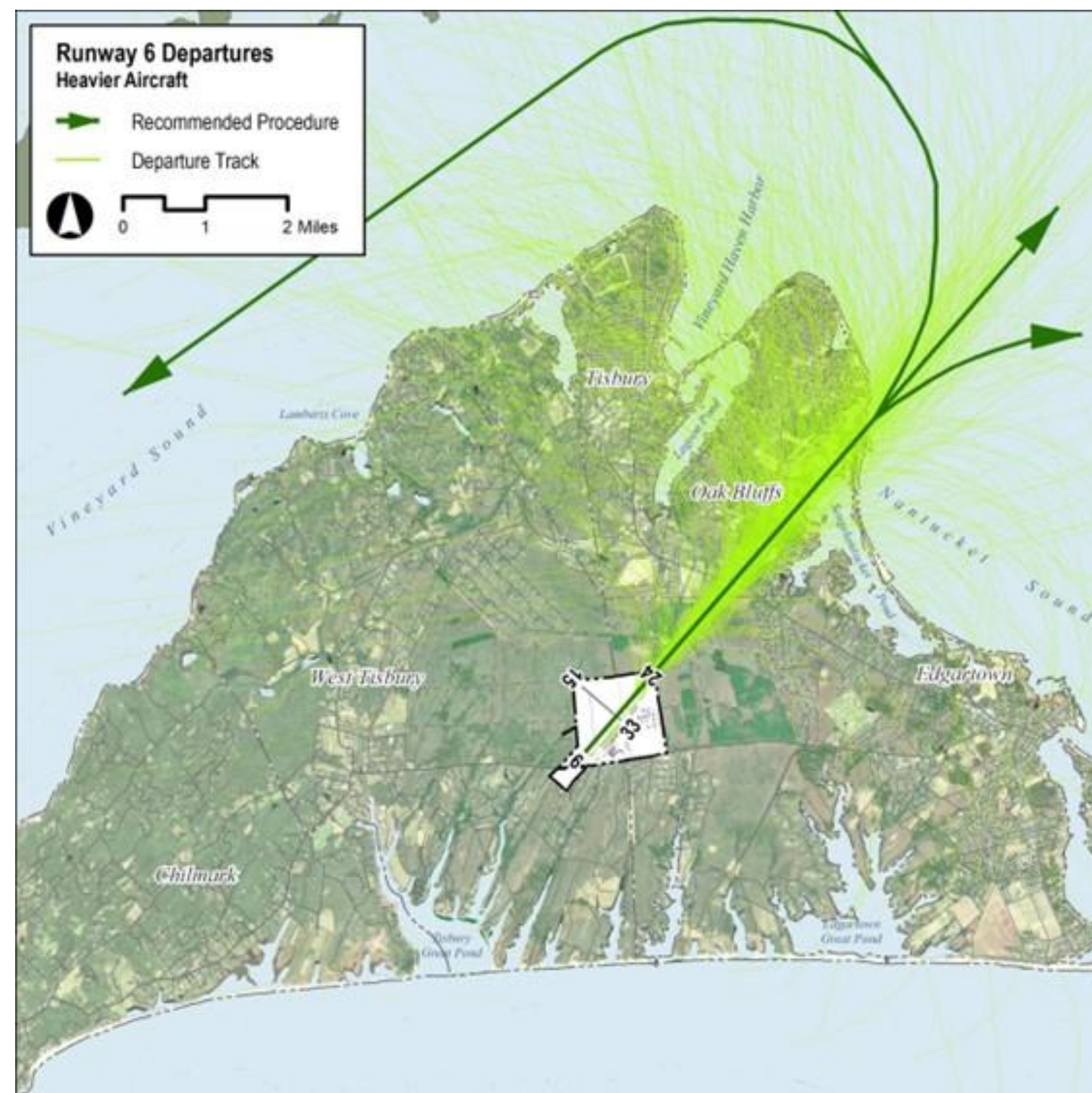


<https://mvyairport.com/noise-abatement-fly-friendly/>

Flight Track Assessment (Runway 6)

Runway 6 Departures

Runway 6 Arrivals

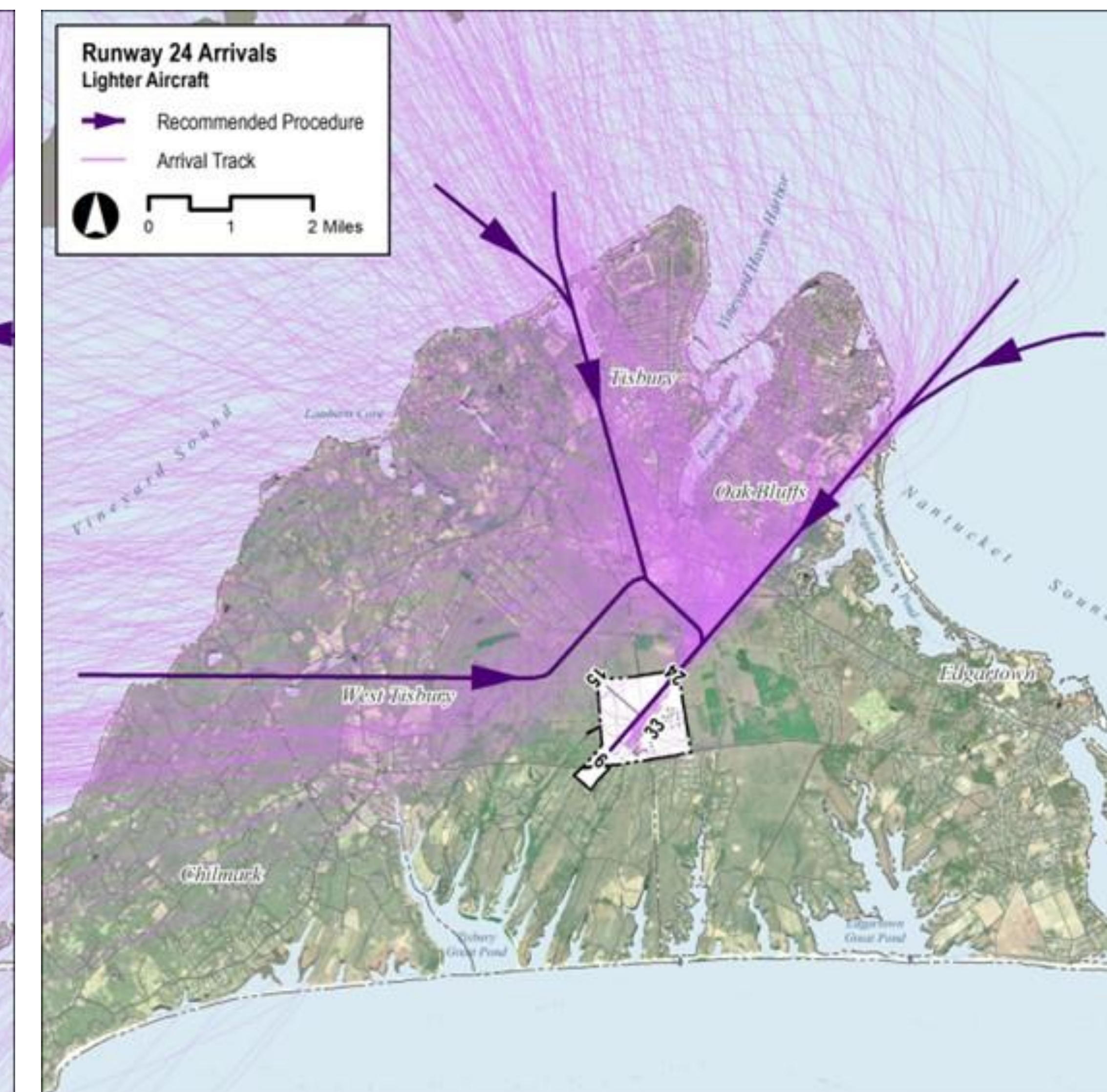
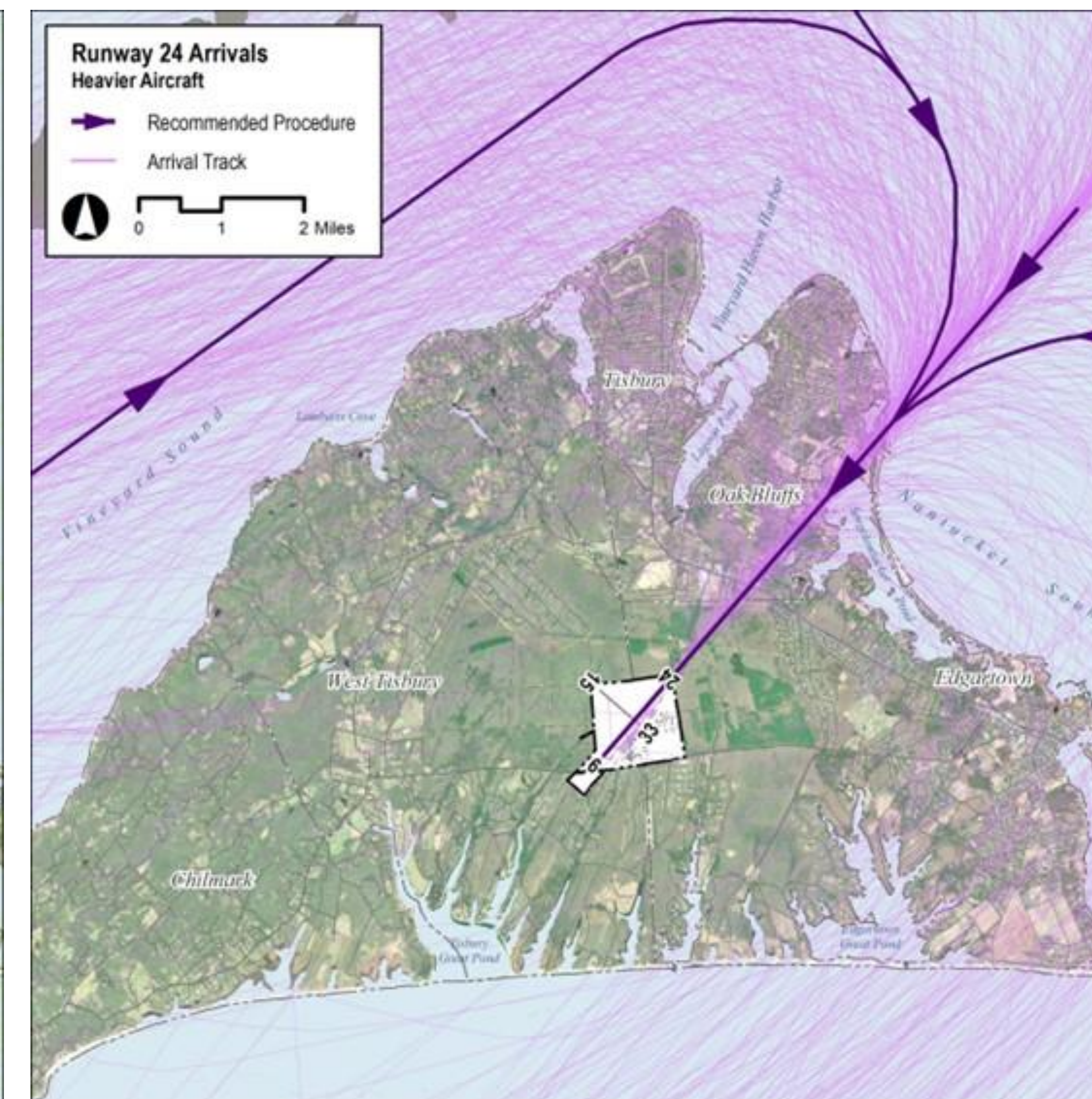
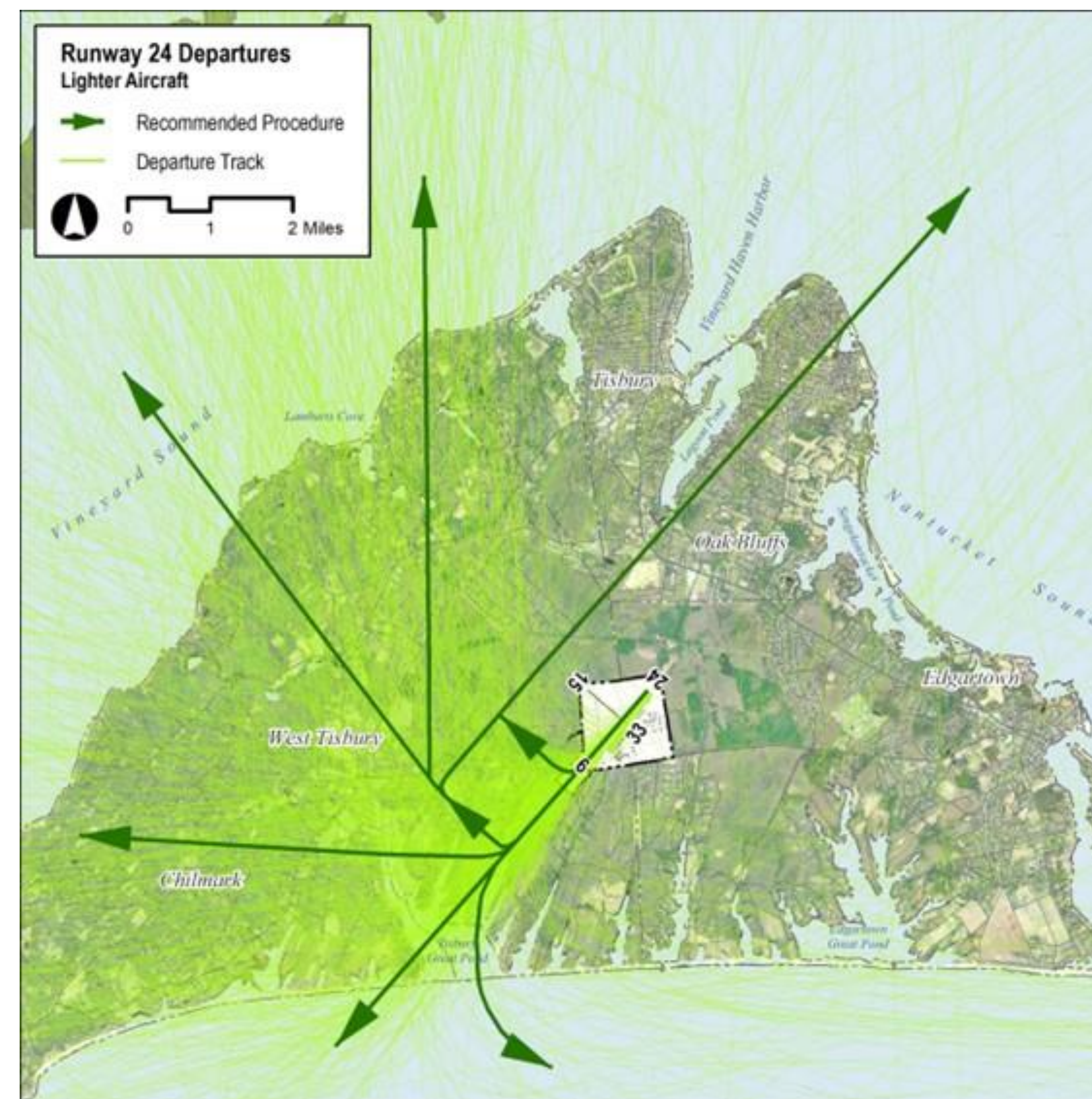
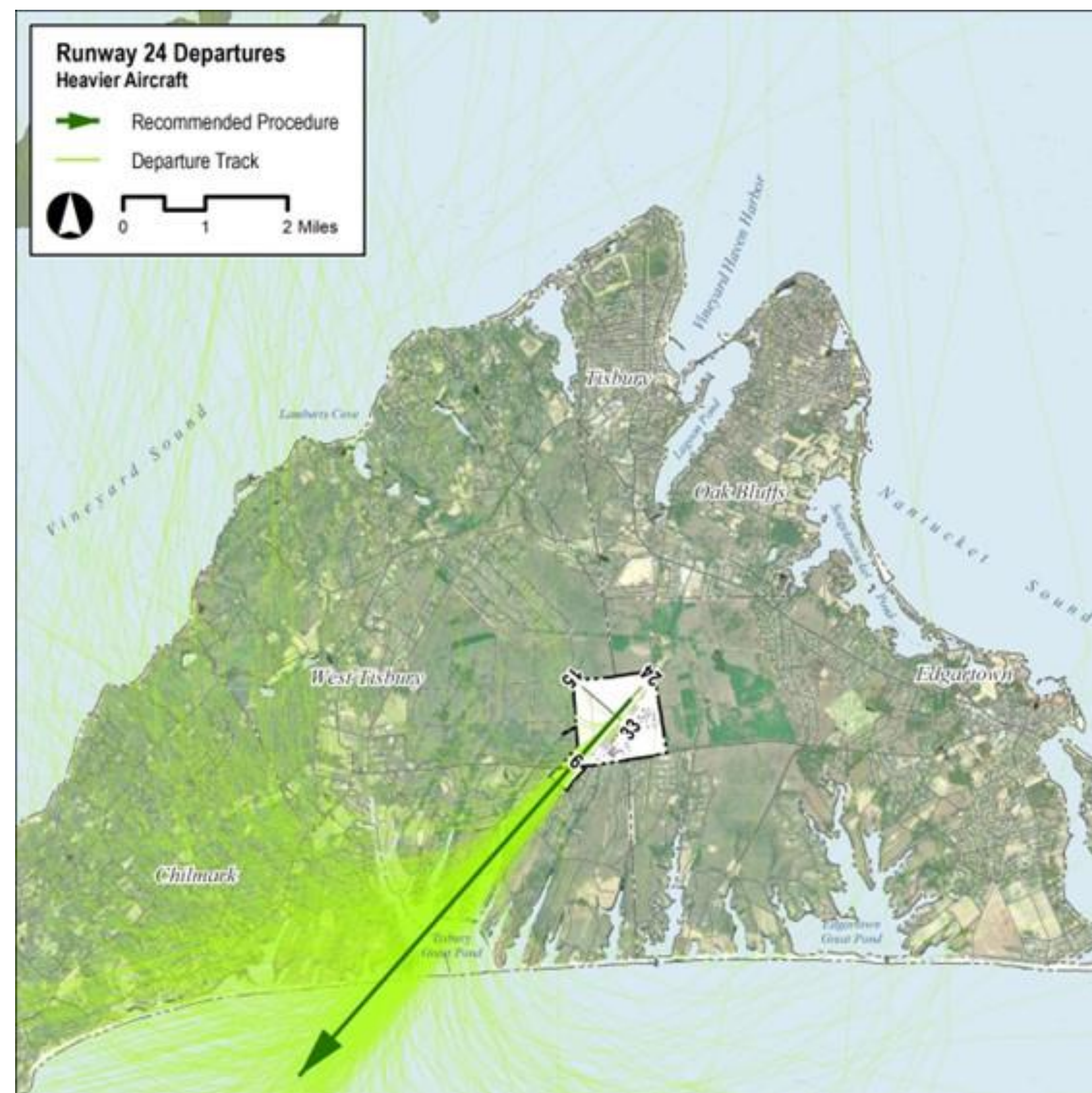


This information can be used by MVY to discuss the Fly Friendly Program with Pilots.

Flight Track Assessment (Runway 24)

Runway 24 Departures

Runway 24 Arrivals



This information can be used by MVY to discuss the Fly Friendly Program with Pilots.

Part 150 Overview

- Federal Aviation Administration (FAA) developed the voluntary Part 150 program for airports to assess and address land use compatibility
 - Title 14 of the Code of Federal Regulations (CFR) Part 150
 - Informally called “Part 150”
 - Formal *citation* is “14 CFR Part 150”
 - Formal *title* is “Airport Noise Compatibility Planning”
 - Over 250 airports have participated
 - Sets national standards for noise analysis
 - Provides access to federal funds for mitigation
- MVY has completed the Draft Noise Exposure Map

Detailed FAA guidance at www.faa.gov/airports/environmental/airport_noise/

FAA “accepts” (or does not accept) NEM as compliant with Part 150 standards

NEM includes detailed description of:

- Airport layout, aircraft operations, and other inputs to noise model
- Aircraft noise exposure in terms of Day-Night Average Sound Level (DNL)
- Land uses within DNL 65+ dB contours
- Noise / land use compatibility statistics within DNL 65+ dB contours

NEM includes two calendar years

Conditions/Years	MVY Part 150
Existing Conditions (year of submittal)	2023
Forecast Conditions (at least 5 years beyond year of submittal)	2028