



Newsletter

**Noise Compatibility Study (Part 150)
Martha's Vineyard Airport**

Martha's Vineyard Airport (MVY) is participating in the federal Airport Noise Compatibility Planning process under Title 14 of the Code of Federal Regulations (14 CFR Part 150), often referred to simply as Part 150. Participation in this process is voluntary and allows for greater understanding of airport and community noise needs, as well as providing access to Federal Aviation Administration (FAA) funding for some noise compatibility program measures, if necessary. Part 150, developed in response to the Aviation Safety and Noise Abatement Act of 1979 (ASNA), provides standards for the measurement of noise, as well as its analysis, description, and documentation. Part 150 also sets forth a system for review, from both FAA and the public.

The initial focus of the MVY Part 150 study is on creating a noise exposure map (NEM) for the airport. The noise exposure will be evaluated in terms of Day-Night Average Sound Level (DNL), which describes long-term noise exposure in a way that specifically considers the time of day in which aircraft noise events occur (e.g. noise occurring at night is weighted tenfold).

The FAA and most other federal agencies have formally adopted DNL for land use compatibility and for evaluating effects from aircraft operations near an airport.

Noise Modeling

FAA requires that airports use computer-generated DNL contours (14 CFR Part 150). Noise contours are lines of equal noise exposure around an airport (much like topographic maps

that indicate contours of equal elevation). DNL contours usually reflect average annual operating conditions, taking into account the average number of flights each day, how often each runway is used throughout the year, and where over the surrounding communities the aircraft fly.

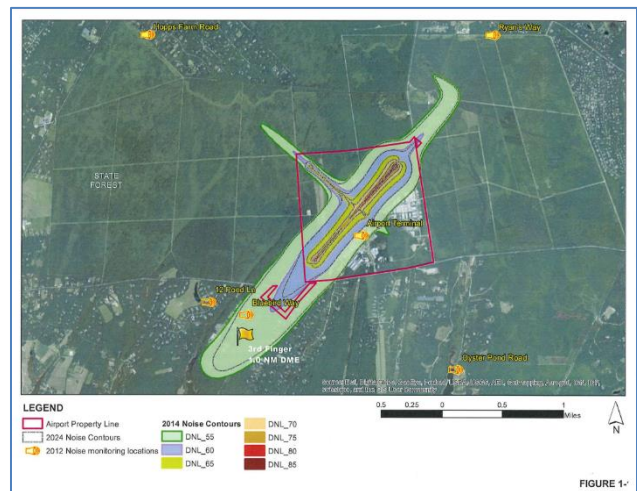


Figure 1: A previous study's noise contour map for MVY, representing 2014 and forecast 2024 noise exposure

As required by the FAA, the Aviation Environmental Design Tool (AEDT) will be used to generate the DNL contours for the MVY Part 150 Study. AEDT uses a database of aircraft noise characteristics to predict DNL based on aircraft types, operating conditions, aircraft performance, and aircraft flight tracks. The NEM document will present two contour maps representing Existing Conditions (2023) and a 5-year Forecast (2028) The official NEM contours must be based on the average annual day aircraft operations (the average daily number of aircraft operations over a year). For informational purposes only, peak-

season noise contours will be calculated during the course of the MVY Part 150 Study as well, in recognition of the seasonality of the airport.

Noise Abatement Procedures

MVY has a “Fly Friendly” program in place to encourage pilots to use prescribed procedures to minimize noise over residential areas. The Part 150 Study will provide information on the extent to which current operations comply with the recommendations.

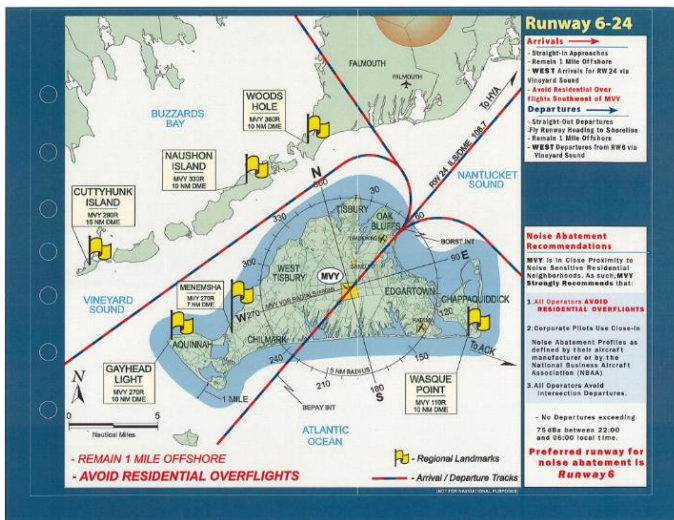


Figure 2: Existing voluntary noise abatement procedures for MVY for aircraft over 12,500 lbs.

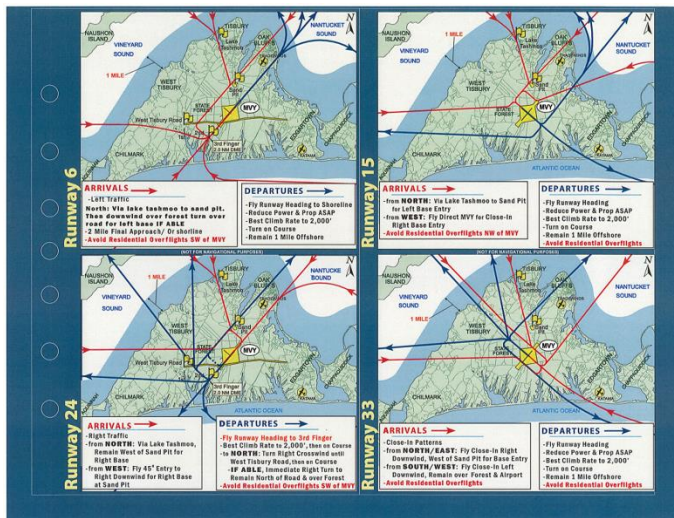


Figure 3: Existing voluntary noise abatement procedures for MVY for aircraft under 12,500 lbs.

Stakeholder Engagement

In addition to specifying the methodology for assessing noise exposure, Part 150 requires that the airport sponsor provide opportunity for stakeholder involvement in the study process. Stakeholders include not only airport users such as pilots and airlines, but also airport neighbors, residents of adjacent communities.

For purposes of the Part 150 Study, MVY has formed a Technical Advisory Committee (TAC) of representatives from various stakeholder groups that will meet at three key phases of the nearly year-long process.

Two Public Information meetings will also be held; the first of these is

January 31, 2023

Location: Martha’s Vineyard Regional High School (Culinary Arts Room)

Sanderson Ave Entrance

Time: 6pm-8pm

This first meeting will discuss the scope of the project, how a noise exposure map is developed and review the schedule of the project. Airport and Project staff will be on hand to discuss the project and how the public can be involved.

When the draft Noise Exposure Map document has been prepared, the second Public Information meeting will present the study findings at the beginning of the 30-day public review period.

For More Information:

MVY Fly Friendly website page:

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

MVY Part 150 Project website page:

<https://mvyairport.com/mvypart150-faa-noise-study/>

FAA Noise Issues and Information:

http://www.faa.gov/about/office_org/headquarters_offices/a/pl/noise_emissions/airport_aircraft_noise_issues/