

TABLE OF CONTENTS

<u>CHAPTER</u>	<u>TITLE</u>	<u>PAGE NO.</u>
<u>1</u>	<u>Executive Summary</u>	
1.0	Existing Noise Conditions	1-2
2.0	Noise Compatibility Program	1-9
<u>II</u>	<u>Baseline Conditions</u>	
1.0	Previous and Current Conditions Affecting Noise Exposure and Compatibility	2-1
2.0	Existing Baseline Noise Contours (Existing Noise Exposure Map)	2-3
3.0	2003 Baseline Noise Contours.....	2-5
4.0	Baseline Noise Contour Incompatibilities	2-7
<u>III</u>	<u>Recommended Noise Compatibility Program Measures</u>	
<u>Appendix A</u>	<u>Methodology</u>	
<u>Appendix B</u>	<u>Noise Abatement and Land Use Alternatives</u>	
Appendix C	Proposed State Building Code Revision	
Appendix D	Takeoff Profile Documentation	
Appendix E	Public Review and Comment Opportunities	
Appendix F	Public Hearing	

LIST OF TABLES

<u>TABLES</u>	<u>TITLE</u>	<u>PAGE NO.</u>
1-1	Average Day Operations – January 1997 to December 1997	1-4
1-2	Runway Utilization Percentages – Baseline Conditions	1-5
1-3	Noise Incompatibility - 1998 Existing NEM	1-6
1-4	Average Day Operations – 2003	1-8
1-5	Noise Incompatibility – 2003 Future Baseline	1-8
1-6	Residual Noise Incompatibility and Mitigation – 2003 NCP/NEM ...	1-17
1-7	NCP Implementation Costs	1-20
1-8	NCP Implementation Schedule	1-21
2-1	Areas Within Noise Exposure Contours	2-5
2-2	Baseline Housing, Population, and Noise Sensitive Facility Incompatibilities	2-8
3-1	Noise Compatibility Program Recommendations	3-5
A-1	Average Day Operations – January, 1997 – December, 1997	A-3
A-2	Current Average Day Operations by Aircraft Type	A-3
A-3	Average Day Operations – 2003	A-4
A-4	2003 Average Day Operations by Aircraft Type	A-5
A-5	Runway Utilization Percentages – Baseline Conditions	A-7
A-6	Flight Track Utilization by Aircraft Category – 1998	A-12
A-7	Flight Track Utilization by Aircraft Category – 2003	A-13
A-8	Acoustical Measurement Instrumentation	A-17
A-9	Noise Measurement Results	A-19
A-10	Areas Within Noise Exposure Contours	A-23
A-11	Grid Point Analysis Results – Northwest	A-27
A-12	Grid Point Analysis Results – Northeast	A-29
A-13	Grid Point Analysis Results – Southeast	A-31
A-14	Grid Point Analysis Results – Southwest	A-33
A-15	Housing Unit Incompatibilities – 2003 Baseline and 2003 NCP	A-39
A-16	Areas Within Noise Exposure Contours.....	A-39
A-17	Grid Point Analysis Results – Northwest	A-43
A-18	Grid Point Analysis Results – Northeast	A-44
A-19	Grid Point Analysis Results – Southeast	A-45
A-20	Grid Point Analysis Results – Southwest	A-46
A-21	Noise-Sensitive Community Facilities	A-50
A-22	Land Use Compatibility Guidelines – FAR Part 150.....	A-51

LIST OF EXHIBITS

<u>EXHIBITS</u>	<u>TITLE</u>	<u>PAGE NO.</u>
<u>1-1</u>	<u>1998 Baseline</u>	1-3
<u>1-2</u>	<u>2003 Baseline</u>	1-7
<u>1-3</u>	<u>2003 NCP/NEM</u>	1-16
<u>1-4</u>	<u>Proposed Land Use Program Area</u>	1-18
<u>2-1</u>	<u>1998 Baseline</u>	2-4
<u>2-2</u>	<u>2003 Baseline</u>	2-6
<u>3-1</u>	<u>Noise Compatibility Program – Airfield Construction Measures</u>	3-65
<u>3-2</u>	<u>NCP Flight Track – Departures</u>	3-66
<u>3-3</u>	<u>NCP Flight Track – Arrival</u>	3-67
<u>3-4</u>	<u>Proposed Land Use Program Area</u>	3-68
<u>A-1</u>	<u>Baseline Departure Flight Tracks – 5R/23L</u>	A-8
<u>A-2</u>	<u>Baseline Departure Flight Tracks – 16/34</u>	A-9
<u>A-3</u>	<u>Baseline Arrival Flight Tracks – 5R/23L</u>	A-10
<u>A-4</u>	<u>Baseline Arrival Flight Tracks – 16/34</u>	A-11
<u>A-5</u>	<u>Noise Measurement Sites</u>	A-15
<u>A-6</u>	<u>Common Noise Sources</u>	A-20
<u>A-7</u>	<u>1998 Baseline</u>	A-22
<u>A-8</u>	<u>2003 Baseline</u>	A-25
<u>A-9</u>	<u>Grid Point Analysis – Northwest</u>	A-26
<u>A-10</u>	<u>Grid Point Analysis – Northeast</u>	A-28
<u>A-11</u>	<u>Grid Point Analysis – Southeast</u>	A-30
<u>A-12</u>	<u>Grid Point Analysis – Southwest</u>	A-32
<u>A-13</u>	<u>NCP Flight Tracks – Departures</u>	A-36
<u>A-14</u>	<u>NCP Flight Tracks – Arrivals</u>	A-37
<u>A-15</u>	<u>2003 NCP/NEM</u>	A-40
<u>A-16</u>	<u>Quadrant Location Map</u>	A-41
<u>A-17</u>	<u>Generalized Existing Land Use</u>	A-48
<u>A-18</u>	<u>Generalized Existing Zoning</u>	A-56