

Noise Compatibility Program

The City of Cleveland, as the owner and operator of Cleveland Hopkins International Airport (CLE), is embarking on an update of its Noise Compatibility Program. The update is being conducted in accordance with federal regulations, and this newsletter is the second of three, which will describe the study's progress. Each newsletter will serve to announce important workshops at which details of the project will be presented and discussed in a public forum. Your attention to and interest in this effort is an important element of its ultimate success.

What is a Noise Compatibility Program?

The formal procedures that the City of Cleveland must follow in assessing noise exposure at CLE are described under Title 14 of the U.S. Code of Federal Regulations, Part 150. The regulation is entitled "Airport Noise Compatibility Planning," and is usually abbreviated as 14 CFR Part 150, or just Part 150. It is a voluntary regulation in that an airport is not required to undertake the assessment of its noise, but if it does, it must follow the specified procedures to qualify for potential federal funding of the noise compatibility measures that are developed during the project. The study consists of two parts – the Noise Exposure Map, or NEM, which includes a noise measurement program as well as the collection, analysis, and prediction of the aircraft operations that comprise the existing and five-year projected noise environment around CLE. The second part, the Noise Compatibility Program, or NCP is essentially a list of the actions the airport proprietor proposes to undertake to minimize existing and future noise/land use incompatibilities. The City's consultant team, headed by Harris Miller Miller & Hanson Inc. (HMMH), is currently in the process of developing the NEM.

The Part 150 Working Group

A Working Group has been established to provide guidance on the progress of the Noise Compatibility Program update. The Working Group is comprised of members representing a variety of interests, including elected officials, community development corporations, municipal planning departments, the Federal Aviation Administration, airlines, cargo operators, and airport administrators.

The Working Group members are responsible for representing their constituents throughout the study process, including commenting on the adequacy and accuracy of collected data, simplifying assumptions, and technical analyses. The Working Group also serves as a forum for the varied interest groups to discuss complex issues and share their differing perspectives on aircraft noise issues.

The Noise Measurement Program

When examining potential noise abatement measures for consideration under Part 150, it is imperative that the existing conditions are documented and understood, for only then is it feasible to assess the changes from proposed improvements. Understanding these existing conditions usually takes two forms – measurements and modeling. Part 150 does not require measurements be made, nor can measurements be used to "adjust" or "calibrate" the noise modeling process, but they are helpful in that they provide a real-world snapshot of the factors affecting noise in the community.

The noise measurement program for the Part 150 was designed around a 10-day period in late spring when moderate weather conditions would prevail and during which multiple portable monitors could be set up to run simultaneously, capturing the noise of individual aircraft as well as cumulative exposure levels. The monitoring locations were guided by input from the Part 150 Working Group and were supplemented with measurement data from the airport's permanent noise monitoring system. Objectives of the portable program were to:

- Sample the Day-Night Average Sound Levels (DNLs) for 3 to 4 days at a number of representative noise-sensitive locations where aircraft dominate the environment and where gaps exist in the coverage provided by the permanent monitors
- Capture additional information on the noise of individual aircraft to help further describe the environment
- Conduct side-by-side measurements using the portable equipment to check the accuracy of the City's permanent system.

Data from 30 locations were collected and reported in a technical memo to the Working Group. Twenty sites utilized the portable equipment; ten sites are represented by the City's permanent monitoring locations. Maps showing the locations of all 30 sites are provided in Figures 1 & 2.

Noise Compatibility Program Update

NEWSLETTER #2

Going places:

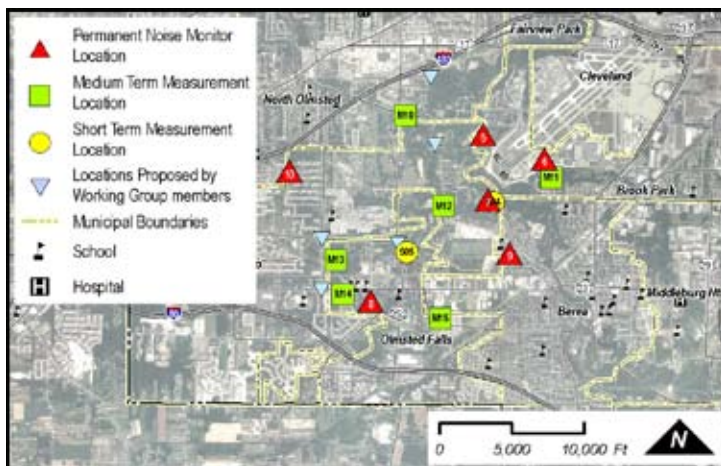


Figure 1. Noise measurement locations southwest of the airport

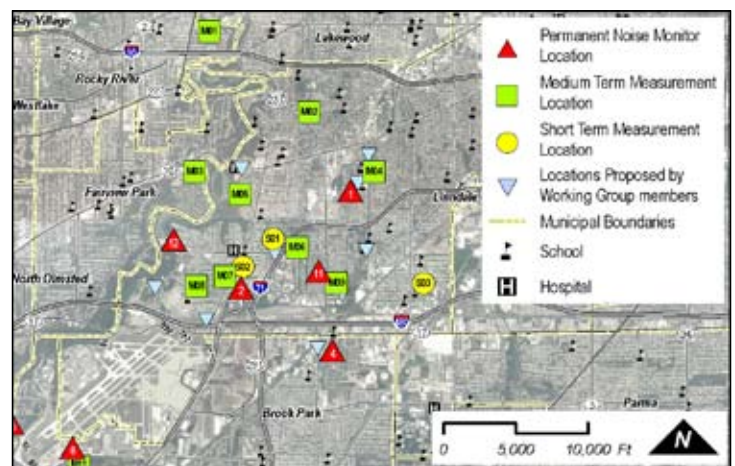


Figure 2. Noise measurement locations northeast of the airport

Get involved!

The next pair of community workshops are intended to provide the general public with additional information on the measurement program as well as on the aircraft and their flight paths that contribute to the surrounding noise environment. The open-house format of the workshops gives citizens the opportunity to engage in one-on-one conversations with CLE airport staff and the consultant team. The same information will be discussed at each workshop. Dates and locations are as follows:

Wednesday, September 16, 2009
5 to 8 pm
Brook Park Recreation Center
17400 Holland Road
Brook Park, Ohio 44142

Thursday, September 17, 2009
5 to 8 pm
Fairview Park City Hall
20777 Lorain Road
Fairview Park, Ohio 44126

Contact us

A website dedicated to updating the public on this project can be found at: www.clenoisestudy.com

Or call us at our dedicated Part 150 hotline **216-265-6788**

Or write to us at:
Cleveland Airport System
Part 150 Study Update
P.O. Box 81009
Cleveland, Ohio 44181-0009

A second dedicated hotline is available to record aircraft noise complaints. Please provide the date and time of the occurrence and your contact information. A knowledgeable Noise Compatibility Officer is on staff to register, evaluate, and return incoming calls by the next business day. That hotline number is **216-898-5220**.