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MEMORANDUM

To: Jerome T. Bennett - Director of County Airports
Reid-Hillview Airport
2500 Cunningham Avenue
San Jose, CA 95148

From: Eugene M. Reindel

Date: April 18, 2002

Subject: RHV FAR Part 150 - Noise Mitigation and Abatement Measures

Reference: HMMH Job No. 296580.03

This memorandum introduces the Part 150 Noise Compatibility Program process and compiles and assesses the existing and potential new noise abatement and mitigation measures at Reid-Hillview Airport (RHV). The preliminary recommended noise abatement and mitigation package is at the end of this memorandum. The package represents the combined effort of Harris Miller Miller & Hanson Inc. (HMMH) and RHV staff and is based on input received at the three public meetings held to date. The HMMH Team will further analyze the mitigation package in the next phase of the Part 150 process.

INTRODUCTION

Part 150 of the Federal Aviation Regulations (FAR), "Airport Noise Compatibility Planning"¹, sets forth standards for airport operators to use in documenting noise exposure in the airport environs and establishing programs to minimize noise-related land use incompatibilities. This document is intended to begin the process of the Noise Compatibility Program (NCP), which will be the second volume of documentation for the Part 150 submission to the Federal Aviation Administration (FAA) for RHV. The first volume, RHV's Noise Exposure Map (NEM) 2002, will likely be submitted to FAA in May 2002. HMMH provided the County with a draft of the NEM on January 28, 2002 and distributed it to the local libraries on March 1, 2002 for public review. HMMH will also distribute this memorandum to the local libraries upon County approval.

FAR Part 150 Overview

Part 150 sets forth a process for airport proprietors to follow in developing, and obtaining FAA approval of programs to reduce or eliminate incompatibilities between airport-generated noise and surrounding land uses. Part 150 prescribes specific standards and systems for:

- Measuring noise;
- Estimating cumulative noise exposure using computer models;

¹ 14 CFR Part 150

- Describing noise exposure (including instantaneous, single event, and cumulative levels);
- Coordinating NCP development with local land use officials and other interested parties;
- Documenting the analytical process and development of the compatibility program;
- Submitting documentation to the FAA;
- FAA and public review processes; and
- FAA approval or disapproval of the submission.

A formal submission to the FAA under FAR Part 150 includes two volumes of documentation: (1) a Noise Exposure Map (NEM) and (2) an NCP, as described in the following subsections.

Noise Exposure Map

The NEM describes the airport layout and operation, aircraft-related noise exposure, land uses in the airport environs, and the resulting noise/land use compatibility situation. The NEM must address two time frames: (1) data representing the year of submission (the "existing conditions") and (2) the fifth calendar year following the year of submission (the "forecast conditions"). It includes graphic depiction of existing and future noise exposure resulting from aircraft operations, and of land uses in the airport environs. The NEM documentation describes the data collection and analysis undertaken in its development. The NCP incorporates the NEM documentation, by reference.

The RHV NEM 2002 presented existing conditions noise contours for 2002, and five year forecast case contours for 2007. The NCP will present abated NEMs for 2007, which will include the recommended noise mitigation and abatement package accepted by the County of Santa Clara Division of Roads and Airports.

The NCP

The NCP is essentially a list of the actions the airport proprietor proposes to undertake to minimize existing and future noise/land use incompatibilities. The NCP documentation must recount the development of the program, including a description of all measures considered, the reasons that individual measures were accepted or rejected, how measures will be implemented and funded, and the predicted effectiveness of individual measures and the overall program.

Official FAA acceptance of the NEM and approval of the NCP does not eliminate requirements for formal environmental assessment of any proposed actions pursuant to requirements of the National Environmental Policy Act (NEPA) or California Environmental Quality Act (CEQA). However, acceptance of the submission is a prerequisite to application for funding of implementation actions.

FAR Part 150 Guidance on NCPs

To receive FAA approval, this revised NCP must meet FAR Part 150 requirements. Part 150 directs the airport operator to evaluate the noise control actions and develop an NCP which:

- Reduces existing incompatible uses and prevents or reduces the probability of the establishment of additional incompatible uses;
- Does not impose an undue burden on interstate and foreign commerce;
- Provides for revision (of the program if the noise exposure map is revised);
- Is not unjustly discriminatory;
- Does not derogate safety or adversely affect the safe and efficient use of airspace;
- To the extent practicable, meets both local needs and needs of the national air transportation system, considering tradeoffs between economic benefits derived from the airport and the noise impact;
- Can be implemented in a manner consistent with all the powers and duties of the Administrator of FAA.

FAR Part 150 states that cumulative aircraft noise exposure of Day-Night Average Sound Level (DNL) 65 dB and greater are incompatible with noise sensitive uses such as homes, schools, and churches. For the State of California, the FAA allows the exchange of DNL with the Community Noise Equivalent Level (CNEL). FAR Part 150 also permits a reasonably determined, locally adopted CNEL value to be used in lieu of the federal DNL 65 dB criteria. The County of Santa Clara Airport Land Use Commission (ALUC) adopted a Land Use Plan for Areas Surrounding Santa Clara County Airports in September 1992. The adopted plan utilizes CNEL 60 dB as a local planning standard for certain land uses.

Part 150 studies quantify incompatibilities by counting the number of homes, schools, and churches within the incompatible CNEL areas. The number of impacted people is estimated by multiplying the average number of people per dwelling unit by the number of dwelling units within the incompatible CNEL areas. Therefore, the basis of evaluating the benefits of proposed noise abatement measures is to compare the number of people and/or dwellings impacted under the abated CNEL contours to the number of people and/or dwellings impacted under base case noise contours. Efforts to reduce the number of impacted people/dwellings usually focus on reducing the highest levels of impact first.

Project Roles and Responsibilities

Several groups have major roles in the development of an NCP, including the County of Santa Clara Roads and Airports Department, Reid-Hillview Airport, the Airport Land Use Commission (ALUC), the consulting team, the County Board of Supervisor's office, and the FAA.

County of Santa Clara Roads and Airports Department

As the "airport operator", the County of Santa Clara has authority over the entire RHV Part 150, including ultimate responsibility for determining what elements are included in the NCP. The County is also responsible for pursuing implementation of ultimately adopted measures.

The County retained a team of consultants to conduct the technical work required to fulfill Part 150 analysis and documentation requirements. A section of the NCP will describe the composition of the consulting team and the general assignment of responsibilities among its members.

The County Board of Supervisors' Offices have participated in the Part 150 process to ensure that appropriate outside entities and groups were given official representation in the study process. The involvement of the Board of Supervisors' Offices is a key element of a comprehensive public involvement program that the County conducted over the course of the study. This process will be fully described in the NCP.

The FAA also has a key role in any Part 150 study.

Consulting Team

The RHV Part 150 is one element of a contract between the County and the firm of Harris Miller Miller & Hanson Inc. (HMMH) as the airport's prime consultant. HMMH has overall project management responsibility for the RHV Part 150 and for all noise-related technical elements. Shutt Moen Associates, a subcontractor to HMMH, is responsible for aviation planning, airspace analysis, and land use planning expertise. Another subcontractor to HMMH, 3D Visions, is responsible for assisting with the community outreach program, assessing current land uses within the study area, and assisting with the preparation of graphics and documentation using their GIS capabilities. The consulting team also includes Bay Area Economics to evaluate potential economic and financial impacts of possible abatement and mitigation measures.

Federal Aviation Administration

The FAA has ultimate review authority over the NCP submitted under Part 150. Their review encompasses the details of technical documentation as well as broader issues of safety and constitutionality of recommended noise abatement measures.

FAA involvement includes participation by staff from at least three levels in the agency: (1) local, (2) regional, and (3) national.

- The airport's **Air Traffic Control Tower (ATCT)** provides significant input in several areas, including: operational data from their files, judgement regarding safety and capacity effects of alternative noise abatement measures, and on implementation requirements.
- On a local level, the **San Francisco Airports District Office** has monitored the study process and has attended study-related public meetings.
- On a regional level, the FAA's **Western-Pacific Airports Division** also has several roles. The **Air Traffic Division** staff will support the ATCT, with final review and decision authority over changes in flight procedures. The **Airports Division** will determine whether or not the NEM satisfies all requirements and will conduct the initial FAA review of the NCP submission.
- On a national level, the FAA's Washington headquarters performs the final review of the NEM and NCP submissions for technical and legal adequacy.

Development of the NCP

The development of an NCP begins with a screening of all actions that could reduce potential land use incompatibilities identified in the NEM. Noise compatibility measures fall into two principal categories: (1) "noise abatement" measures to reduce the size or change the shape of the noise contours so as to minimize incompatibilities and (2) "land use" measures to correct current incompatibilities and to prevent future incompatibilities. Most NCPs also include a third category of "continuing program measures" related to the ongoing implementation and monitoring of the noise abatement and land use measures.

Part 150 requires that an airport proprietor consider at least the following seven categories of noise compatibility planning alternatives.²

1. Land acquisition and interests therein
2. Barriers, shielding, public building soundproofing
3. Preferential runway system
4. Flight procedures
5. Restrictions on type/class of aircraft
 - a. deny use based on Federal standards
 - b. capacity limits based on noisiness
 - c. noise abatement procedures
 - d. landing fees based on noise or time
 - e. curfews
6. Other actions with beneficial impact
7. Other FAA recommendations

Category 1 addresses only land use measures. Category 2 addresses both noise abatement measures (barriers) and land use measures (soundproofing). Categories 3, 4, and 5 address only noise abatement measures. This study must evaluate measures from

² Paragraphs B150.7(b) (1) through (7) of FAR Part 150 list these seven categories.

all seven categories, and other potentially beneficial actions proposed by the FAA, other study participants, and the public.

It is appropriate for NCP development to focus initially on noise abatement measures, which tend to be less controversial and less expensive to implement than land use measures. The NCP process then focuses on land use measures, to address any remaining land use incompatibilities. Finally, the process addresses continuing program measures that are necessary to implement the measures and to monitor the results.

The project study team (i.e., the County staff and their consultants) undertook the development of the NCP for RHV following four principal steps:

- Review of existing noise abatement alternatives,
- Analysis of noise abatement alternatives,
- Analysis of land use alternatives, and
- Recommendation of the NCP.

The consultants will prepare background analysis and documentation for each of the first three steps and present the results at an advertised public meeting. The project team will prepare and distribute informational packets prior to each public meeting. All interested parties will have opportunity to provide written comments during, and subsequent to the meeting. The County will hold a final public hearing on this NCP during the summer of 2002.

The NCP will summarize the information and analyses presented at the public meetings and document the public involvement process. The NEM includes copies of meeting minutes, sign-in sheets, and comments sheets for the first four public meetings and are incorporated in the NCP by reference. Comments received at the final public meeting and final public hearing are discussed in the NCP.

FAA NCP Checklist

FAA has distributed an implementation memorandum that includes a checklist of required items associated with the NCP. To assist readers in reviewing the NCP, this checklist will be included along with indications as to the location(s), in the NCP, of each required item.

EXISTING MEASURES

The County of Santa Clara Roads and Airports Department developed a handout for distribution to all pilots who use RHV. The handout, titled "Reid-Hillview Airport Noise Abatement and Traffic Pattern Information" describes the existing noise abatement procedures. The County also has a revised signed Letter of Agreement, effective January 1, 2002, governing noise abatement procedures for helicopter operations at RHV. The procedures described in the pilot handout and in the signed Letter of Agreement are considered, for the purposes of Part 150, the existing noise abatement measures.

In addition to the pilot handout, the County has also prepared a draft "Letter of Agreement" between the FAA and RHV. This Letter of Agreement is currently not signed. It is the County's understanding that the FAA does not intend to sign this agreement pending the results of this Part 150 Study. Since the FAA has not signed the Letter of Agreement, the procedures described in the letter do not have FAA's endorsement.

Each of the procedures detailed in the pilot handout, the helicopter letter of agreement, and the unsigned letter of agreement is re-examined in the context of the RHV Part 150, and will be documented in the Noise Compatibility Program (NCP), for the continuing program measures, noise abatement measures, and land use measures, respectively.

The following sections summarize the existing noise abatement measures and the existing land use measures.

Existing Aircraft Noise Abatement Measures

The RHV Airport Noise Abatement and Traffic Pattern pilot handout contains three aircraft noise abatement measures, including the following:

- Quiet One Departure

For aircraft departing Runway 31R; after crossing the airport boundary at Ocala Avenue, make a 20 degree right turn to a heading of 330 degrees (approximately a seven second standard rate turn).

- IFR Departures

Please give consideration to your noise impact. Climb to 500 feet before making any turns. High performance aircraft please use low noise settings.

- Arrivals

Aircraft approaching from the north and northwest (Sterling Suites and Calaveras Reservoir), watch out for outbound aircraft turning right for noise abatement and to avoid the San Jose ARSA.

The Helicopter Operations at Reid-Hillview Airport Letter of Agreement contains the following two noise abatement measures:

- Helicopter operations are restricted to runways between 6:00 PM and 7:00 AM.
- Helicopters are requested to avoid the following areas:
 1. D.J. Meyer Community School
 2. Clyde Fischer Middle School
 3. Mobile home park located west of tower

Existing Compatible Land Use Measures

The County of Santa Clara ALUC adopted a Land Use Plan for Areas Surrounding Santa Clara County Airports in September 1992. State of California legislation specifically indicates that the ALUC has no control over existing incompatible land uses. Their jurisdiction is strictly limited to new uses in the vicinity of the airports. The ALUC has adopted a Land Use Compatibility Chart for projects in the vicinity of San Jose International Airport, which complies with California Airport Noise Standards, Title 21, of the California Administrative Code. At General Aviation Airports, including RHV, the same land use restrictions apply, but for a lower CNEL range as depicted in Table 1, included at the end of this section. From Table 1, the following measures are detailed for new land uses in the vicinity of RHV:

- Residential and Educational Facilities Land Use

Residential and educational facilities land uses are satisfactory outside of the 60 dB CNEL contours. Within the 60 dB to 65 dB CNEL contours, land use is allowable with normal construction, windows sealed, forced air ventilation. However, outdoor activity may be interrupted. Although not specifically identified in the plan, mobile homes likely do not meet the "normal construction" requirements. Therefore, mobile homes should be prohibited inside the 60 dB CNEL contours. Residential and educational facilities land uses are to be avoided inside the 65 dB CNEL contours unless related to airport service.

- Commercial and Recreation Land Use

Commercial and recreational land uses are satisfactory outside of the 65 dB CNEL contours. Within the 65 dB to 75 dB CNEL contours, commercial and recreational land uses are cautioned and noise insulation needs are to be reviewed carefully. Commercial and recreational land uses are to be avoided inside the 75 dB CNEL contours unless related to airport service.

- Industrial Land Use

Industrial land uses are satisfactory outside of the 70 dB CNEL contours. Within the 70 dB to 80 dB CNEL contours, industrial land uses are cautioned and noise insulation needs are

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to be reviewed carefully. Industrial land uses are to be avoided inside the 80 dB CNEL contours unless related to airport service.

- Livestock Land Use

Livestock land uses are satisfactory outside of the 75 dB CNEL contours and livestock land uses are to be avoided inside the 75 dB CNEL contours unless related to airport service.

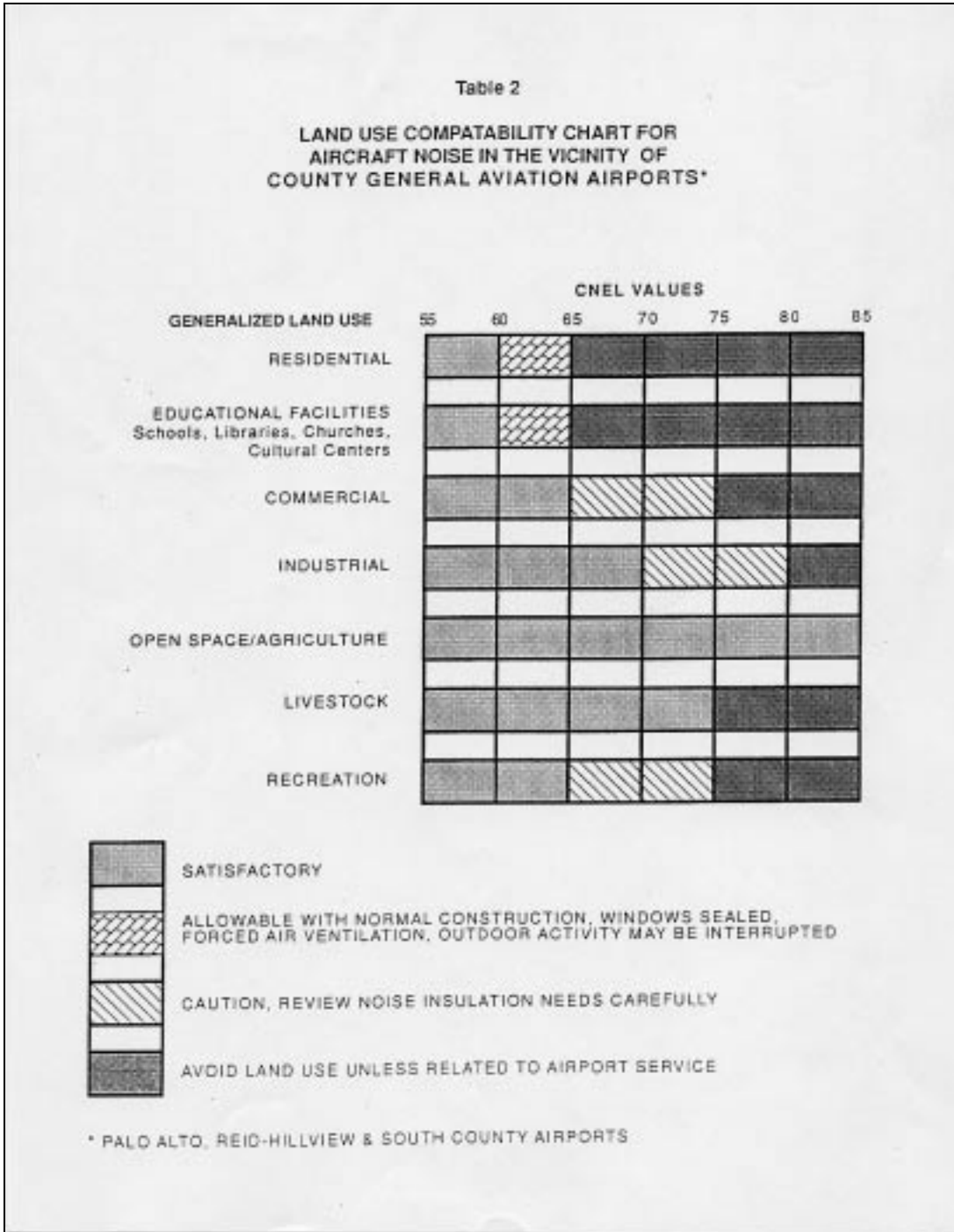
- Open Space/Agriculture

Open space/agriculture land uses are satisfactory outside of the 85 dB CNEL contours.

The County intends to utilize the ALUP as the local land use standards under Part 150 and mitigating according to these standards described above.

Table 1: Land Use Compatibility for Aircraft Noise in the Vicinity of Santa Clara County General Aviation Airports

Source: Santa Clara County ALUC Land Use Plan for Area Surrounding Santa Clara County Airports



POTENTIAL NEW MEASURES

Potential new noise control measures can come from a variety of sources. The Part 150 process provides for consideration of all potential measures prior to the development of the Noise Compatibility Program, which includes the measures selected for detailed analysis and submission to the FAA.

The potential new measures listed below were derived from the following sources:

- The Unsigned Letter of Agreement between the FAA and RHV
- The three previous RHV Part 150 Public Meetings
- RHV Staff
- HMMH Staff

Potential Aircraft Noise Abatement Measures

The unsigned Letter of Agreement lists a number of new aircraft noise abatement measures in addition to the existing measures contained in the pilot handout. These additional measures listed below are considered potential new measures at this time.

- Restrict touch-and-go operations to hours between 7:00 AM and 9:00 PM.
- Prohibit intersection departures.
- Restrict jet operations to Stage 3 jets only.
- Prohibit formation departures and arrivals.
- Designate Runways 31R and 31L as the preferred departure runways with Runway 31R being the most preferred departure runway.
- Prohibit simulated emergencies.
- Discourage low-level fly-bys except for gear check and other emergency-related requirements.

The following list of potential noise abatement measures were presented by public meeting attendees:

- Create a propeller exchange program for three-bladed propellers to replace noisier two-bladed propellers.
- Lengthen the runways to displace Runways 31L and 31R departures by 300 feet toward Tully Road.
- Close RHV.
- Close RHV during the weekend or at least one day of the weekend.
- Prohibit touch-and-go flights.

- Punish and/or ban “hot dog” pilots at RHV.
- Muffle aircraft engines.
- Slow the speed of aircraft.
- Consider recommendations of the 1991 RHV Closure Evaluation Project.

RHV proposed the following measures:

- Create an engine run-up area for twin-engine aircraft on the southeast portion of the airport property.
- Voluntary limitation of all aircraft departures to between 7:00 a.m. and 10:00 p.m.
- Voluntary limitation of all aircraft touch-and-go operations to the following days and times:
 - o 9:00 a.m. to 7:00 p.m. Monday through Friday
 - o 10:00 a.m. to 5:00 p.m. Saturday
 - o 12:00 p.m. (Noon) to 5:00 p.m. Sunday

HMMH developed the following measures that have not been addressed by the Letter of Agreement, public comments, or RHV.

- Change the preferential runway use to Runway 13L/13R.
- Change the preferential runway use to departures on Runway 31R and arrivals on Runway 31L.
- Modify the Quiet One Departure.
- Relocate Haypatch and X-ray helipads to the east side of runways.
- Construct noise barriers on western airport perimeter in the vicinity of the Haypatch landing area.
- Change air traffic pattern altitudes.
- Restrict maintenance engine run-up times.
- Implement noise-related landing fees.

Potential Land Use Measures

The following are potential noise mitigation measures:

- Provide homes inside the 65 dB contours with sound insulation.
- Provide mobile homes inside the 60 dB contours with sound insulation.

- Relocate the mobile home park **OR** relocate only the mobile homes that are inside the 2007 60 dB contours **OR** acquire the mobile home park through land acquisition and provide relocation assistance to residents.

The following are potential land use policies:

- Adopt the County's ALUP as the local land use standards under Part 150 and mitigate according to those standards.
- Develop an airport noise impact boundary. This boundary can go beyond the 65 dB contours and perhaps could include the area that contains the RHV local traffic patterns. This airport noise impact boundary can then be used to:
 - o Develop real estate disclosures for buyers of homes within the boundary.
 - o Create a land use-planning panel with ALUC and RHV as members that will review all new land development within the boundary.

SCREENING OF POTENTIAL NEW MEASURES

Measures To Be Dismissed

HMMH considered all of the potential new measures above and have dismissed those that:

- Will not reduce RHV noise exposure.
- Are not an option under the terms of a FAR Part 150 study.
- Will likely not obtain FAA approval.
- Are not feasible at RHV.

HMMH recommends dismissing the following potential new measures. The justification for dismissal follows each measure:

- Close RHV.

The purpose of the RHV Part 150 is to assess the aircraft noise impacts and mitigate them at an operating airport. Closure is not an option under the terms of this study. This measure is also prohibited by the County's grant assurances to the FAA.
- Close RHV during the weekend or at least one day of the weekend.

This measure is also prohibited by the County's grant assurances to the FAA.
- Prohibit all touch-and-go flights.

The training of pilots is an essential element to ensuring the safe operation of aircraft. The FAA has consistently maintained that prohibiting touch-and-go operations violates the grant assurance that prohibits unjust discrimination against particular types or classes of operations.

- Consider recommendations of the 1991 RHV Closure Evaluation Project.

In reviewing the Final Technical Report on Aviation and Transportation Data for the Reid-Hillview Airport Closure Evaluation Project, dated November 1993, the only alternatives discussed were closure or no closure. Closure is not to be considered in a FAR Part 150 study.

- Change preferential runway use to Runway 13L/13R.

Because aircraft are designed to takeoff or land into the wind, runway use at an airport is normally determined by the prevailing winds. When winds are calm or light, airports can establish a preferential runway use program to reduce aircraft noise impacts. However, preferential runway use programs must also consider aircraft operations in the surrounding airspace. RHV shares its airspace with other Bay Area airports and must operate its runways in a manner that does not conflict with the other airports. For example, the noise compatibility and noise abatement program at San Jose International Airport (SJC) requires north flow operations. It is likely that south flow operations would nearly eliminate all incompatible land uses around RHV, but operating RHV in the opposite direction of SJC has significant safety implications. In particular, the approach to SJC is just to the west of RHV. Departing RHV aircraft to the south while landing to the north at SJC could create airspace conflicts. The FAA would likely reject this measure on the grounds of potential safety impacts.

- Relocate Haypatch and X-ray helipads to the east side of the runways.

Moving helicopter operations to the east side of the runways would impose safety problems between fixed-wing aircraft and helicopter hovering operations. The two types of operations (helicopter hover and fixed-wing taxi and hold) should be segregated wherever possible. Helicopter hovering operations could tip over fixed-wing aircraft in the vicinity.

It should be noted that helicopter hovering operations to the west of the runways account for a very small part of the noise exposure at RHV. Furthermore, the storage facility located between the mobile home park and the helicopter operations area likely reduces the noise exposure from that shown on the Noise Exposure Maps since the Integrated Noise Model does not account for such fixed objects.

- For Runways 31L and 31R displace the start of takeoff point 300 feet to the south while maintaining the same available operational runway lengths.

This measure alone would remove all incompatible land uses to the north of RHV. The mobile home park would remain as the sole incompatible land use in the vicinity of RHV.

However, this option would result in the runways extending to the southern edge of present-day Tully Road requiring extensive road realignment or tunneling of Tully Road underneath the extended runways. The costs for this runway construction and road realignment would be exponentially more than sound insulating the homes to the north of Runways 31L and 31R inside the 2007 65-dB noise contour. It would not be cost beneficial to implement this measure.

If Runways 31R and 31L were extended approximately 125 feet and 140 feet, respectively, keeping the runways on current RHV property and thereby allowing the point of takeoff to also be shifted the same distance to the south, there would be approximately 9 fewer residences within the 2007 65-dB noise contour. Again it would be more cost beneficial to sound insulate these residences rather than extend the runways.

- Change air traffic pattern altitudes.

The air traffic pattern altitude at RHV is 1,000 feet above ground level (AGL) for fixed-wing aircraft. In order to achieve a noticeable reduction in noise level directly beneath the flight pattern, the flight pattern altitude would need to be doubled to 2,000 feet AGL. This altitude would begin to conflict with the limited airspace in the RHV environs as well as broaden the area affected by the traffic pattern. Raising the pattern altitude may also adversely affect the areas near the airport, as pilots will have to use more power to obtain higher altitudes within RHV's traffic pattern airspace.

- Noise-related landing fees.

Noise-related landing fees are usually effective when there is a type or group of aircraft that is noticeably louder than other aircraft. Currently at RHV, all aircraft are somewhat homogeneous when it comes to noise levels.

Measures To Be Analyzed

The following measures are recommended for further analysis in the Part 150 study:

- Set the preferential runway use to:
 - o Departures on Runway 31R
 - o Arrivals on Runway 31L
- Revise the Quiet One Procedure to:
 - o For aircraft departing Runway 31R – after flying past the park make at least a 25-degree right turn to a heading of 335 degrees or head towards the Story Road-Capital Expressway intersection, which requires a 35-degree right turn to a heading of 345 degrees.
 - o This revised procedure would likely not change the number of homes inside the 65 dB CNEL contour but would eliminate aircraft flying directly over the school. The advantage of the 35-degree right turn is that it would provide the pilots with a visual cue (the Story Road-Capital Expressway intersection).
- Voluntarily limit flight operations to the following scheduled days and times:
 - o Touch-and-Go
 - 9:00 a.m. to 7 p.m. Monday through Friday
 - 10:00 a.m. to 5 p.m. Saturday
 - Noon to 5 p.m. Sunday

- o Departures
 - 7:00 a.m. to 10:00 p.m. Daily
- Create new engine run-up area for twin-engine aircraft and review engine run restrictions.
- Prohibit intersection departures (per Draft Letter of Agreement).
- Restrict jet operations to Stage 3 jets (per Draft Letter of Agreement).
- Prohibit formation arrivals and departures (per Draft Letter of Agreement).
- Prohibit simulated emergencies (per Draft Letter of Agreement).
- Prohibit low-level fly-bys, except for gear check and other emergency-related requirements (per Draft Letter of Agreement).
- Encourage the use of minimum power settings on departure.
- Encourage standard glide slope arrival procedures to minimize power on arrival.
- Encourage pilots to install silencer/muffler systems on their aircraft or replace noisier two-bladed propellers.
- Examine the potential benefit to the mobile home park by providing a sound barrier at the western edge of RHV property.
- Review corrective land use policies to mitigate the impact of aircraft noise on existing incompatible land uses.
- Review preventive land use strategies or policies to prevent future encroachment of incompatible land uses into noise-impacted areas.
- Examine applicable compensatory policies, such as easement purchases, at RHV in conjunction with the corrective and preventive land use actions.

IMPLEMENTATION PROGRAM

The following elements are tools or continuing program measures that may be used to implement, maintain, and monitor the final recommended noise mitigation measures:

- Encourage pilots to “Fly Friendly” as illustrated in the AOPA training video “Flying Friendly”.
- Encourage training schools to train pilots to “Fly Friendly”.
- Set up an airport/airport user/community noise committee to discuss issues on a quarterly basis.
- Continually publicize RHV complaint hotline.
- Install noise monitors in the RHV environs to measure and compare unusual or high-level noise aircraft noise events with voice records system.
- Install a radar collection system to match aircraft noise events to radar tracks.
- Designate a person at RHV to respond to noise complaints, investigate noise exceedences, and notify operators of their noise exceedences.
- Set up a sound insulation program to insulate homes inside the 2007 65 dB DNL noise contour.
- Acquire mobile home park through land acquisition and provide relocation assistance to the displaced residents.
- Develop an airport noise impact boundary to:
 - o Monitor new land use proposals to ensure they are reviewed by the ALUC and that the ALUP is enforced.
 - o Investigate developing real estate disclosures for property purchases.
- Update the RHV Part 150 NEM and NCP within five years of FAA-approval or sooner if needed.
- Update and distribute the pilot handout with the FAA-approved noise abatement measures.
- Revise the noise abatement signs to reflect the FAA-approved noise abatement measures.
- Maintain information about RHV’s noise abatement program on the County’s web site.