



Jackson Municipal Airport Authority

Jackson-Evers International Airport 14 CFR Part 150 Noise Exposure Map Update

The accompanying draft Noise Exposure Map documentation is available at four public facilities for review:

1. Jackson-Evers International Airport, 100 International Drive, Jackson
2. Eudora Welty Library, 300 North State Street, Jackson
3. Brandon Public Library, 1475 W. Government Street, Brandon
4. Reservoir Public Library, 2230 Spillway Road, Brandon

The documents are also available on the Jackson Municipal Airport Authority (JMAA) website.

<http://www.jmaa.com>

Comments may be submitted via:

Email: Jacksonpart150@hmmh.com

U.S. Mail: Jackson-Evers International Airport Part 150
c/o HMMH
8880 Cal Center Dr #430
Sacramento, CA 95826

NOTE: Comments must be received no later than 5 p.m. Tuesday, November 30, 2010.



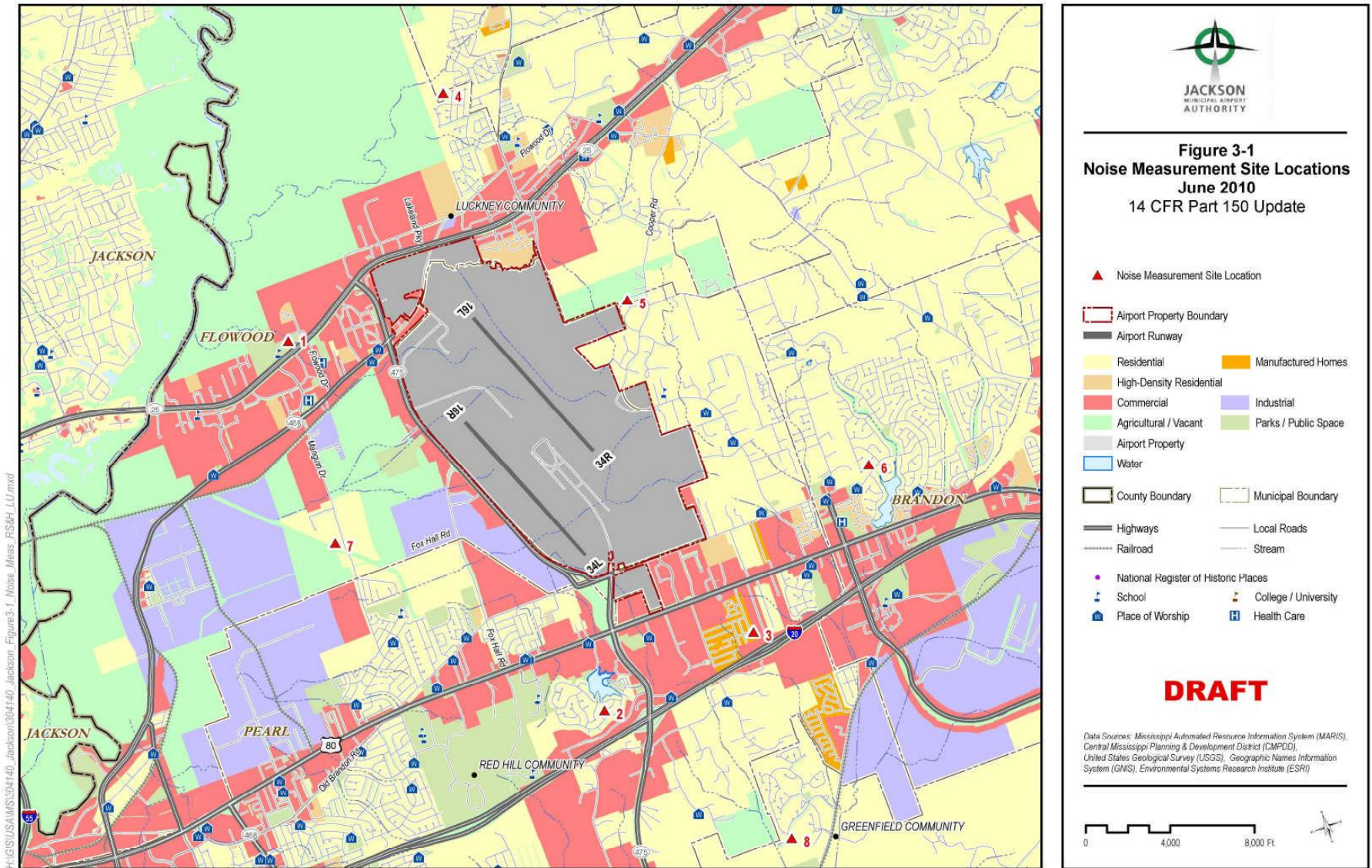
Jackson-Evers International Airport 14 CFR Part 150 Noise Exposure Map Update Executive Summary

Part 150 of Title 14 Code of Federal Regulations (CFR) “Airport Noise Compatibility Planning” sets forth standards for airport operators to use in documenting noise exposure in the airport environs and establishing programs to minimize noise-related incompatibilities. The Jackson Municipal Airport Authority has recently completed its update of the Noise Exposure Map (NEM) for the Jackson-Evers International Airport (JAN). 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) the year of submission (the "existing conditions") and (2) the fifth calendar year following the year of submission (the "forecast conditions"). This NEM presents noise exposure for 2010 (existing) and 2015 (forecast) conditions. The Jackson Municipal Airport Authority has prepared this Executive Summary to provide an overview of the 14 CFR Part 150 Study for Jackson-Evers International Airport. A more detailed discussion of the study is available in the document *Jackson-Evers International Airport, 14 CFR Part 150 Update, Noise Exposure Maps, December 2010*.

The Federal Aviation Administration (FAA) requires that the noise environment around an airport be described in terms of a measure of total exposure – an accumulation of the individual aircraft events that occur throughout an average day of airport activity. This measure is referred to as the Day- Night Average Sound Level or DNL. The DNL measures noise exposure resulting from multiple events occurring over a 24-hour period, except that noises occurring at night (defined as 10:00 p.m. to 7:00 a.m.) are artificially increased by 10 decibels (dB). This weighting is intended to reflect the added intrusiveness of nighttime noise events attributable to the fact that community background noise levels decrease at night.

DNL can be measured or predicted from computer models, such as the FAA's Integrated Noise Model (INM). Part 150 allows measurements as a means of getting first-hand knowledge of noise sources in noise-sensitive areas around an airport, and helping to understand the local noise environment, but FAA requires that the INM be used on Part 150 studies for the following reasons: (a) measurements are practical only for obtaining DNL values for a limited numbers of points, (b) in the absence of a permanently installed monitoring system, noise measurements only cover relatively short time periods, and (c) noise measurements are snapshots of existing conditions and cannot be used to predict or evaluate future conditions.

Thus, in addition to the modeling conducted as described below, a measurement program took place over a five-day period in June 2010. Multiple portable monitors were set up and run simultaneously, capturing the noise of individual aircraft and community noise sources as well as cumulative noise exposure levels. Data from eight locations were collected and are summarized in Chapter 3 of the document. The measured aircraft noise levels were comparable to those predicted by the noise model.



Noise Measurement Locations 2010

As directed by the FAA, noise contours were prepared using INM version 7.0b. Inputs for the model were developed from actual FAA radar data collected and processed for two separate periods in 2010 and from FAA traffic counts for April 1, 2009 through March 31, 2010. The modeled noise exposure contours are based on the aircraft activity levels shown in the following table:

Aircraft Category	2010 (Existing)	2015 (Forecast)
Air Carrier	8,279	8,887
Commuter	21,052	25,272
General Aviation	11,104	12,549
Military	26,861	24,464
<i>Total</i>	<i>67,296</i>	<i>71,172</i>

Part 150 and its table of noise/land use compatibility guidelines require the calculation of "yearly DNL" values. That is, the daily noise exposure (in DNL) averaged over a year - usually a calendar year. The INM produces these values of exposure utilizing an "average annual day" of aircraft operations. Part 150 also requires that the 65 dB, 70 dB and 75 dB DNL contours be shown. The following figures are extracted from the Noise Exposure Map document and represent the Existing Conditions (2010) and Forecast Conditions (2015) Noise Exposure Maps for Jackson-Evers International Airport.

As shown in the two figures, the 65 dB DNL contours extend only a short distance off of airport property with no identified residential or noise sensitive parcels or properties included in the contours.

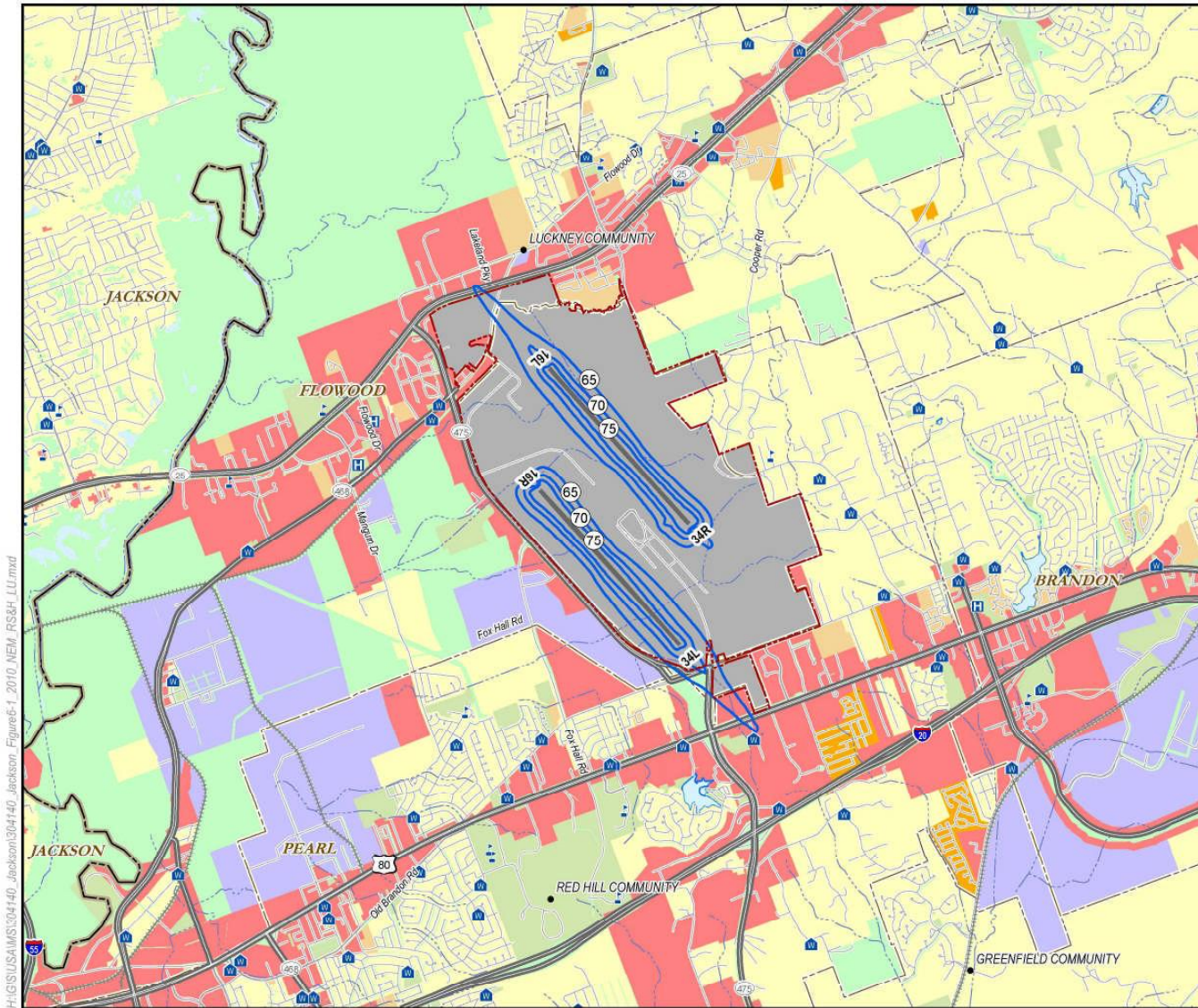
Additionally, the NEM document includes a discussion of the current Noise Compatibility Program (NCP) in place at the Airport. In general, the NCP describes the actions the airport proprietor proposes to undertake to minimize existing and future noise/land use incompatibilities. As part of its first Part 150 project, the Jackson Municipal Airport Authority submitted a Noise Compatibility Program consisting of 11 noise mitigation measures for review in 1989; the NCP was approved on May 17, 1990. This current NCP includes a mix of noise abatement, program management, and land use elements. As prescribed by the FAA, this NEM update recounts the development of the program, including a description of all the existing measures and the actions that have been taken to date to realize these measures.

This Part 150 Update was conducted in conjunction with a Master Plan update. Thus many of the assumptions and inputs to this study were also common to the Master Plan development. Public input is sought through the Master Plan Community Advisory Committee and a Public Workshop held to review the draft results of the study and to afford adequate opportunity for interested persons to submit any comments.

ADDITIONAL INFORMATION

For additional information, please contact:

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



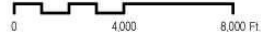



Figure 6-1
Existing Condition (2010)
Noise Exposure Map
 14 CFR Part 150 Update

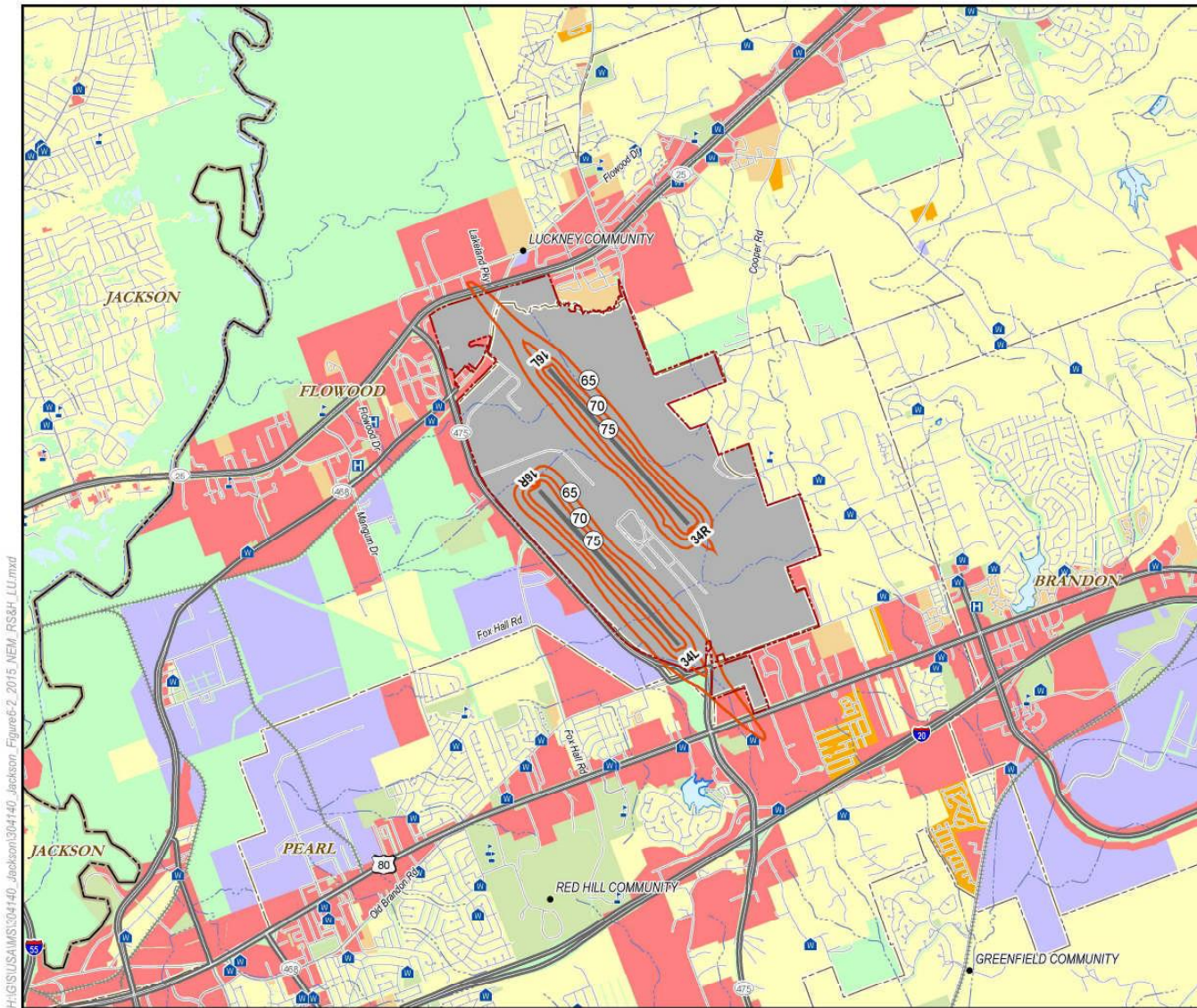
-  Existing Condition (2010) NEM Contour
-  Airport Property Boundary
-  Airport Runway
-  Residential
-  High-Density Residential
-  Commercial
-  Agricultural / Vacant
-  Airport Property
-  Water
-  County Boundary
-  Municipal Boundary
-  Highways
-  Local Roads
-  Railroad
-  Stream
-  National Register of Historic Places
-  School
-  Place of Worship
-  College / University
-  Health Care
-  Manufactured Homes
-  Industrial
-  Parks / Public Space

DRAFT

Data Sources: Mississippi Automated Resource Information System (MARIS), Central Mississippi Planning & Development District (CMPDD), United States Geological Survey (USGS), Geographic Names Information System (GNIS), Environmental Systems Research Institute (ESRI)

Existing Conditions (2010) Noise Exposure Map




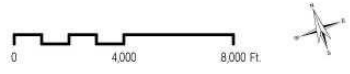


Figure 6-2
Forecast Condition (2015)
Noise Exposure Map
 14 CFR Part 150 Update

	Forecast Condition (2015) NEM Contour
	Airport Property Boundary
	Airport Runway
	Residential
	High-Density Residential
	Commercial
	Agricultural / Vacant
	Airport Property
	Water
	County Boundary
	Municipal Boundary
	Highways
	Railroad
	Local Roads
	Stream
	National Register of Historic Places
	School
	Place of Worship
	College / University
	Health Care
	Manufactured Homes
	Industrial
	Parks / Public Space

DRAFT

Data Sources: Mississippi Automated Resource Information System (MARIS), Central Mississippi Planning & Development District (CMPDD), United States Geological Survey (USGS), Geographic Names Information System (GNIS), Environmental Systems Research Institute (ESRI)



0 4,000 8,000 Ft.

Forecast Conditions (2015) Noise Exposure Map