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MEMORANDUM

To: Matthew O'Brien, PE
McFarland Johnson

From: Robert Mentzer Jr.
Kate Larson

Date: January 25, 2022

Subject: MVY Part 150 Draft Scope of Work

Reference: HMMH Project Number 21-0219

Introduction

McFarland Johnson, Inc. (MJ) has retained HMMH to prepare a Part 150 Study for Martha's Vineyard Airport (MVY). The FAA Part 150 program consists of two phases which can be done together or as separate projects. Phase 1 is preparing Noise Exposure Maps (NEM) and related documentation and Phase 2 is preparing a Noise Compatibility Program (NCP). After discussions with MVY and MJ, we are providing a scope for Phase 1 (a Part 150 Noise Exposure Map study) at this time and will consider a Noise Compatibility Program once the results of the NEM study are known. HMMH has prepared a proposed project scope and schedule, based on the following primary sources:

- Part 150 requirements defined in 14 CFR (Code of Federal Regulations) Part 150, "Airport Noise Compatibility Planning"
- Federal Aviation Administration (FAA) implementation guidelines, as set forth in FAA Advisory Circular (AC) 150/5020-1 "Noise Control and Compatibility Planning for Airports," and "Airport Noise Compatibility Planning (Part 150) Checklists"
- Part 150 Team experience at other airports on related projects with similar characteristics
- Background information and policy input provided by MVY staff

HMMH will lead the Part 150 study at MVY, including the following primary areas of responsibility:

- Overall project management
- Land use GIS data collection, analysis and reporting
- Noise-related data collection and analyses associated with noise contour preparation, including development of modeling inputs, and coding and running the FAA's Aviation Environmental Design Tool (AEDT)
- Noise measurements, and related analyses and documentation (if conducted, noise monitoring is an optional task)
- Flight track and aircraft identification data collection, analysis, and use in noise modeling and operational analyses
- Evaluation of existing noise abatement program/measures
- Public outreach – development of and presentation of materials, meeting notes and summaries
- Preparation of the official Noise Exposure Maps (NEM) and associated documentation

MJ's primary responsibilities will include:

- Coordination with MVY staff and the FAA
- Public outreach – Scheduling and coordination, MVY website information
- Preparation of Part 150 aviation forecasts and detailed fleet mix (including coordination with MVY, Cape Air and other MVY users), and associated FAA approvals
- Assistance with off-airport land use, building code, and zoning data collection
- Assistance with MVY materials and prior project information



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HMMH will be responsible for printing, mailings, production and distribution of newsletters and NEM reports, and other public outreach, production, and distribution tasks. MJ will provide assistance with mailing lists, contacts, MVY website information and other related materials.

STUDY APPROACH

The Part 150 Team's proposed approach includes five primary elements and related tasks as follow:

ELEMENT 1: Study Management

Task 1.1 Project Administration

Task 1.2 Organizational and Kick-Off Meeting

ELEMENT 2. Design and Conduct a Public Consultation Program

Task 2.1 Advisory Committee Meetings

Task 2.2 MVY Part 150 Website



Task 2.3 Prepare and Distribute Project Newsletters

Task 2.4 Conduct Public Informational Workshops

ELEMENT 3. Inventory

Task 3.1 Review Existing Planning and Environmental Documents

Task 3.2 Operational Data Collection

Task 3.3 Land Use Inventory and Base Map Development

Task 3.4 Prepare Updated Forecasts

Task 3.5 Conduct Noise Measurements (optional)

ELEMENT 4. Development of Noise and Land Use Analysis

Task 4.1 Review Implementation and Effectiveness of Existing Noise Abatement Measures

Task 4.2 Noise and Land Use Database Analyses

Task 4.3 Peak Season DNL Contours (optional)

Task 4.4 Prepare Preliminary Part 150 Data Report

ELEMENT 5. Prepare and Present NEM Submittals

Task 5.1 Prepare Draft NEM Documentation

Task 5.2 Prepare Final NEM Submittal to FAA

Task 5.3 Support MVY in Responding to FAA Questions

ELEMENT 1: Study Management

Study management will consist of on-going project administration, the Part 150 team meetings, and progress meetings with MVY. The Part 150 team, MVY and FAA will participate in a project kickoff meeting.

Task 1.1 Project Administration

This task includes the coordination necessary to manage the project. The development of the Part 150 will include appropriate direction and project management, as each element is undertaken and completed. We are assuming a 14-month schedule.

- Monthly Part 150 team calls (FAA, MVY and HMMH team members as required)
To strategize, resolve issues, review progress, and assign action items
- Coordination and status calls with the FAA as needed
To review progress, resolve issues and assign action items
- Internal (HMMH Study Team members as required) coordination meetings
To manage workflow, review progress, implement quality control and assign action items
- Quality assurance reviews and document control
- Monthly project status reports and invoices



Deliverables: Meeting summaries and monthly invoices with project status reports

Task 1.2 Organizational and Kick-Off Meeting

The Part 150 Team will meet with MVY and FAA staff for a one-day set of “kick-off” meetings. The major purpose of the meetings will include, but not be limited to, defining the following organizational and procedural matters:

- Overall study goals and objectives
- Communication, review, and coordination processes
- FAA ADO review of the final scope of work
- FAA interests, anticipated levels of involvement, and desired review and coordination processes
- FAA review periods and number of reviews to streamline the schedule
- Number of noise monitoring locations and length of measurements
- High-priority data needs and potential sources
- Public consultation processes, including:
 - Technical Advisory Committee membership, roles and responsibilities, and process for initial contact
 - Protocol for field visits and identification of neighborhoods with particular noise interests
 - Use of MVY website, website content formats, and website update process with MVY
 - Strategic media plan and protocol of media interactions
 - Approach to public workshops
 - Local jurisdiction consultation process
 - Aeronautical user consultation process

HMMH will prepare a meeting agenda for MVY and FAA review prior to scheduling the project kick-off meeting.

Deliverables: Information and data needs memo, kick-off meeting agenda, modified scope of work (if necessary), initial project schedule with major milestones and deliverables, and kick-off meeting summary

ELEMENT 2. Design and Conduct a Public Consultation Program

Part 150 requires that the sponsor shall certify that it has afforded interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft noise exposure map and descriptions of forecast aircraft operations. The consultation should include regular aeronautical users of the airport, and public agencies, planning agencies whose area, or any portion of whose area, of jurisdiction



is within the DNL 65 dB contour depicted on the NEM, FAA regional officials, and other Federal officials having local responsibility for land uses depicted on the map.

To satisfy these requirements we recommend the public consultation program include the following major elements:

- Technical Advisory Committee (TAC) meetings
- Material posted on the MVY website
- Informal workshop(s) open to the general public

The advisory committee represents the core of the public consultation program. It is assumed advisory committee members will participate in all study elements, and reliably transfer information to and from their constituencies.

Task 2.1 Advisory Committee Meetings

The Part 150 team and MVY will setup a Technical Advisory Committee (TAC) for this study. MVY (with the Part 150 team assistance) will select the complete list of attendees for the committee. MVY will provide FAA the draft list of members for review and concurrence. The advisory committee will be designed to meet or exceed the requirements for regulations governing the Part 150 process at 14 CFR 150.21 (b) and 14 CFR 150.105(a).53. The TAC will consist of MVY staff, FAA, airlines, airport tenants, one or more members from the Martha's Vineyard Commission (MVC), one or more local neighborhood representatives, state or local agencies with land use jurisdiction for lands likely to be within the DNL 65 dB contour, and other interested groups.

The Part 150 team recommends regular meetings be held throughout the study to keep the MVY, FAA and TAC up to date and the project moving forward. Up to three advisory committee meetings will be held throughout the course of the study, with the approximate timing as listed below and for the following major purposes:

- 1st Quarter 2023: Introduce Part 150, discuss team roles, identify issues of concern, discuss potential areas for noise monitoring
- 2nd Quarter 2023: Presentation of noise modeling inputs; review forecast, review existing noise measures and upcoming noise measurement program
- 3rd Quarter 2023: Presentation of noise monitoring data and the existing and five-year condition Noise Exposure Maps (NEMs), discuss public comment process

The HMMH Project Manager (Kate Larson) will be the main point of contact and lead the discussion for the committee. In addition, the HMMH Assistant Project Manager or a lead HMMH technical assistant (depending on the topic(s) addressed), one HMMH staff consultant and one MJ staff member will attend each meeting. The HMMH staff consultant will take notes and prepare meeting summaries. The meeting summaries will focus on decisions made at each meeting and any specific items that advisory committee members request for inclusion in the records; they will not be detailed minutes.

HMMH will prepare draft agendas and background material, including the draft meeting notes from the preceding meeting for MVY review in advance of each meeting. HMMH will revise materials to address MVY feedback and will reproduce and distribute the materials by mail and/or email (in "pdf" format), based on each advisory committee member's preference, in advance of the meeting. It is assumed that up to five printed packages of materials will be prepared and distributed for each meeting, including two copies for MVY staff. We recommend that MVY maintain one set of these copies in chronological order at its administrative offices for interested stakeholders to review during normal business hours, as well as maintaining them on the MVY website.

The advisory committee meetings will be open to all interested parties to attend and observe, with an identified point in the agenda for non-committee members to provide their input. The advisory committee meetings will be held at a central location with adequate space to hold the committee and interested parties. The Part 150 team (with MVY concurrence) will identify, secure, arrange and pay for the venues. The meeting schedules and agendas will be provided on the MVY website.

Deliverables: TAC meetings (3), TAC meeting agendas and materials, TAC meeting summaries

Task 2.2 MVY Part 150 Website

The Part 150 Team will work with MVY to develop and maintain a Part 150 Study page on their website. We recommend all material distributed to the TAC, including meeting schedules, background materials, agendas, and meeting notes be placed on the website. Public Workshop materials and newsletters will also be posted on this study website. A separate NEM executive summary document (excerpted from the formal NEM documentation) will be prepared for posting on the website.

HMMH will provide files in "pdf" format for integration into the website. As discussed in Task 1.2, arrangements related to website organization, maintenance, and coordination will be a topic for discussion at the kick-off meeting.

Deliverables: Project information in pdf format

Task 2.3 Prepare and Distribute Project Newsletters

The Part 150 Team will prepare and distribute two project newsletters to announce the commencement of the project and the Task 2.4 Public Workshop. The newsletters will present subject matter such as:

- Introduction to MVY Part 150 Study and anticipated project schedule
To be distributed before the first Public Workshop
- MVY Public Draft Noise Exposure Map Update
To be distributed prior to the start of the public comment period for the NEM

Draft versions of each Newsletter will be provided to MVY and the FAA for review and comment before distributing to the public electronically. These newsletters will be in PDF form and suitable for printing. It is assumed MVY will provide an email list from existing sources. TAC members will be included on the email list and invited to suggest any additional addressees. Electronic copies (pdf) of the newsletters will be provided to MVY, sent via email to the project distribution list, and posted on the MVY project website. As an option - Newsletters could be printed and distributed to all addresses within a certain distance from the airport.

Deliverables: Two (2) preliminary draft newsletters (MVY review), two (2) draft newsletters (FAA review), two (2) draft final newsletters (MVY review and approval), and two (2) final newsletters

Task 2.4 Conduct Public Informational Workshops

The Part 150 Team will conduct two public workshops during the NEM study. One workshop will be held at the start of the project to inform the public about Part 150, the airport and goals of the project. The second workshop will occur during the public comment period and will present information the draft Noise Exposure Maps, and noise measurement data. The workshops will include "stations" consisting of up to 10 enlarged display boards on easels in a circular arrangement, with Part 150 Team and MVY staff at each station to discuss the materials being presented and answer questions. Draft versions of workshop boards will be provided to the FAA prior to the public workshops. Attendees will be invited to visit the stations at their leisure, and to review and discuss the materials presented. Electronic copies (pdf) of the boards and any handouts will be posted on the MVY project website. The public workshops will include a public comment station for the public to provide comment on the study.

As at the TAC meetings, the HMMH Project Manager, two HMMH project staff, and up to three other HMMH and MJ staff members (as needed) will attend each workshop. We assume MVY staff will attend to represent the airport and that TAC members will be encouraged to attend to represent and guide their constituents. The workshop will be held at a central location with adequate space to hold the boards, attendees and interested parties. The Part 150 team (with MVY concurrence) will identify, secure, arrange and pay for the venue. Information regarding the workshop schedule and format will be provided in advance on the MVY website.

Deliverables: Up to 20 display boards (24" by 36") over the two public workshops OR up to two audio/video recordings, attendance at two public workshops to answer questions, two (2) public notices



ELEMENT 3. Inventory

Part 150 requires a broad range of accurate, up-to-date, objective data. It is essential that advisory committee members assist in identifying data needs and best available sources, and in obtaining information from their constituents.

Task 3.1 Review Existing Planning and Environmental Documents

The Part 150 Team will identify and collect relevant planning and environmental documents related to the airport and surrounding land uses. We will take advantage of previous work undertaken for the MVY or other entities, and draw needed materials from existing MVY, town, county, state, federal, or other publicly available sources. Likely needs (with primary anticipated sources identified parenthetically) include:

- The 2016 Airport Master Plan Update
- The most current Airport Layout Plan (Master Plan Update, FAA form 5010-1, and FAA "airport diagram")
- Any recent MVY Environmental Reports or Studies
- FAA Tower Orders, Letters of Agreement, and Standard Operating Procedures (MVY and FAA records)
- Airport operations summaries (FAA online resources and MVY Vector system data)
- Weather data (National Climatic Data Center)
- Aeronautical charts and instrument approach procedures (FAA publications, "U.S. terminal instrument procedures")
- Land use and zoning maps, and building codes (latest Master Plan data collection)
- Socioeconomic, land use, community, and historic resources
- Data identified in other tasks



Task 3.2 Operational Data Collection

Starting with readily available information from MVY and other sources, the Part 150 team will assemble operational data required for development of base year and forecast contours, including

- Interviews with representatives of the airport, FAA, airlines, community, flight schools, pilots, etc., as appropriate and feasible
- Data available from MVY records and other publicly accessible sources
- Electronic flight track, altitude, and identification data acquisition obtained directly from the FAA's "National Offload Program" (NOP) or an MVY system if available (up to 12 months when all runways were available)

With regard to the last item listed above, the specific source of electronic flight tracking data will be determined based on information obtained at the outset of the study on the availability, accuracy, comprehensiveness, and other aspects of available options. HMMH will develop an existing operational database to provide to MJ to serve as a baseline to the forecast of operations for years 2023 and 2028.

Task 3.3 Land Use Inventory and Base Map Development

The Part 150 team and MVY will define an overall study area and a detailed data collection area for the project. HMMH will collect land use and zoning data from within the study area to be input into a GIS database. The land use inventory will take advantage of prior MVY and consultant efforts, and information available from municipal, town, and other publicly available sources. HMMH will develop a GIS database and Part 150 base map. After the draft baseline and forecast case contours have been prepared, HMMH and MJ will conduct a field visit to perform a "windshield survey" to verify land uses within the NEM 60 decibel (dB) DNL contours.

HMMH will use the base map and GIS database for NEM land use compatibility analyses, presentation, and documentation.

Deliverables: Preliminary draft land use base map (MVY review), draft land use base map (stakeholder review) and draft final land use base map (draft final NEM document prepared in Task 5)

Task 3.4 Prepare Updated Forecasts

This task will include documentation of forecasts for enplanement and operational activity at MVY for the five-year planning period with particular attention to the existing operations during the NEM year of submittal (base year) and the 5-year forecast for NEM development purposes. In April of 2022, the FAA is expected to issue a new Terminal Area Forecast (TAF) that will contain adjustments for the impacts of the 2020/2021 global pandemic. The TAF is the official FAA forecast of aviation activity for U.S. airports. However, the FAA TAF is typically prepared using a top-down methodology that can be applied nationwide. Consequently, MJ proposes to conduct a TAF confirmation effort first prior to utilization of the TAF for the purposes of this Study.

The team will coordinate with the Bureau, the FAA ADO, the FAA Region and FAA Headquarters as necessary on approval of the forecasts of aviation activity for ONLY the purposes of the Part 150 study.

Data Analysis and TAF Confirmation

MJ will analyze the 2021 FAA TAF and prepare additional analysis and documentation to confirm the TAF numbers as required. Data from the Airport, the ATCT, the air carriers, the cargo operators and the military will be acquired for the purposes this task. MJ will also utilize historical operational counts and the baseline fleet mix data developed by HMMH in the prior task.



MJ will present the detailed operations forecasts from the TAF required for noise modeling purposes for: 1) an existing year (year of submittal), anticipated to be 2023; and 2) a five-year forecast (as required by 14 CFR Part 150), anticipated to be 2028. MJ will work with MVY and aircraft operators to collect and develop data for the NEM forecast period to be used for TAF confirmation purposes. MJ will prepare a stand-alone draft of the forecasts and documentation of their development, including comparison to the most recent FAA Terminal Area Forecast (TAF) for submission to the FAA's New England ADO for approval, consistent with FAA's stated Part 150 protocols.

Per FAA requirements and for the purposes of this Part 150 study, the forecasts will include additional data required for input into the FAA's Aviation Environmental Design Tool (AEDT). Aircraft operations for the average annual day will be presented and broken down by:

- Aircraft type in the AEDT database
- Arrivals and departures broken down into the daytime (7 a.m. to 10 p.m.) and nighttime (10 p.m. to 7 a.m.) time periods required to calculate the Day-Night Average Sound Level (DNL) that Part 150 requires airports use to describe cumulative noise exposure
- Departures broken down by AEDT stage lengths

Report

MJ will prepare an aviation forecast memorandum for MVY review and approval. This forecast memorandum will then be submitted to the FAA for their review and concurrence. While forecast approvals are not required for Part 150, standard practice includes an FAA review and approval.

Deliverables: Preliminary aviation forecast memorandum (FAA and/or MVY review), draft aviation forecast memorandum (stakeholder review) and final draft aviation forecast memorandum (MVY and/or FAA review) and final aviation forecast memorandum.

Task 3.5 Conduct Noise Measurements (optional)

Aircraft noise measurements are not a required element of a Part 150 Study but are often requested by neighboring communities and can be used to demonstrate noise model validity and develop deeper understanding of the airport's effect on the surrounding communities. If MVY chooses to include noise measurements in the project, HMMH will conduct short-term measurements will be conducted for one week at up to six locations to obtain information on noise levels of individual aircraft overflights, significant non-aircraft sources, and background noise levels. This program should result in five full days of noise event data to develop DNL values. The measurements will focus on single event measurements, in terms of Sound Exposure Level (SEL) and maximum A-weighted sound pressure level (Lmax). Day-Night Average Sound Level (DNL) samples



will be obtained at sites where 24 hours of measurements are conducted. Two HMMH staff and one MJ staff will conduct the measurements.

Scheduling, site selection, time spent at each location, and other measurement details will be worked out in consultation with MVY and the TAC. The measurement week will occur during the peak seasonal aircraft activity months in the summer.

ELEMENT 4. Development of Noise and Land Use Analysis

Task 4.1 Review Implementation and Effectiveness of Existing Noise Abatement Measures

The status and effectiveness of existing noise abatement procedures at MVY will be evaluated and documented. Even without the development of a formal NCP, opportunities for improving compliance with preferred procedures will be explored.

Task 4.2 Noise and Land Use Database Analyses

It is anticipated that the following material will be developed under this task:

- As required by Part 150, modeled 65, 70, and 75 dB DNL contours for the 2023 base year and 2028 forecast year, as discussed in Task 3.4
- 60 dB DNL contours will be developed for informational purposes only
- The estimated residential population (using 2020 Census) encompassed by each DNL contour, by contour interval
- Mapping of land uses within the study area and verified land uses within the 60 dB and higher DNL contours
- Analysis of noise complaints available from MVY

The most current AEDT version available at the outset of the study will be used, as required by Part 150 and FAA guidance.

Task 4.3 Peak Season DNL Contours (optional)

Because the aircraft activity levels (and the resulting noise) at MVY varies seasonally, the community may be interested in DNL contours representing the summer months only, rather than the average annual day which is required for the NEMs. If MVY chooses to include peak season DNL contours in the project, HMMH will prepare an appendix to the NEM documentation detailing the relevant noise model input assumptions and resulting noise contour map. These will be provided for information only and will not be the official noise exposure maps.

Task 4.4 Prepare Preliminary Part 150 Data Report

HMMH will prepare a noise modeling input memorandum to be reviewed by MVY prior to the commencement of AEDT modeling. This memorandum will then form the basis of the preliminary NEM document. To minimize the effort required in preparing the final NEM submission under Element 5, the preliminary database report will satisfy the requirements for Noise Exposure Map documentation to the extent feasible. The data report will be submitted to MVY in an electronic version for review.

Deliverables: Draft noise modeling memo (MVY review), revised draft noise modeling memo (stakeholder review), final draft to help prepare Task 5). Preliminary draft noise exposure contours overlaid on draft final land use maps (MVY review), draft noise exposure contours overlaid on land use maps (stakeholder review), draft land use compatibility results tables, and draft final noise exposure contours overlaid on land use maps (draft final to help prepare Task 5).



ELEMENT 5. Prepare and Present NEM Submittals

Part 150 sets forth in detail the requirements, which must be fulfilled in a formal Part 150 submittal to the FAA. The submittal typically includes two principal elements:

- The Noise Exposure Map (NEM), with noise, airport layout, aircraft operational, and land use data.
- The Noise Compatibility Program (NCP), which details the noise abatement and land use measures to be undertaken to ensure future noise compatibility.

The two elements can be submitted to the FAA separately or together. If the NEM shows no noncompatible land uses within the 65 dB DNL contour, an NCP is likely to be deemed unnecessary.

The Part 150 team proposes to prepare and submit only an NEM document to the FAA as part of this project. If a formal NCP appears to be warranted once the NEM is developed, a project addendum can be created. The entire study will be conducted with careful consideration of the requirements of both the NEM and NCP submittals, so that interim task documentation can be combined into a final NEM or NCP document with minimal additional effort. The FAA checklists for NEM and NCP documentation will serve as a principal basis for organizing the submission.



Task 5.1 Prepare Draft NEM Documentation

HMMH will provide an electronic version of the draft NEM documentation for MVY to review and approve. HMMH Principal in Charge and Project Manager will meet with MVY on-site or via teleconference to work through the final edits to the document. HMMH will prepare an electronic version (Word) of the preliminary draft and, with MVY approval, submit to the FAA for its preliminary review. HMMH and MJ staff and MVY will meet with the FAA via conference call, as necessary, to discuss FAA comments prior to release of the draft document to the public for review.

A separate NEM executive summary document (excerpted from the formal NEM documentation) will be prepared for posting on the website, and can be made available to interested parties.

Up to 10 printed copies of the draft documents will be prepared for the TAC, MVY, FAA, and general public review prior to the public comment period. As per FAA requirements, five copies will be submitted to FAA and the remaining copies for MVY staff and local libraries. MVY will conduct a 30-day public review period making the full draft NEM document available electronically on its website and physically in MVY office(s) and up to three local libraries. Interested parties can submit comments on the draft NEM during this period, which will be recorded as part of the Final NEM submittal.

Task 5.2 Prepare Final NEM Submittal to FAA

Public comments submitted during the NEM process will be documented and submitted to the FAA as part of the NEM submittal. Per Part 150 regulations, the comments may be submitted without responses by MVY or MVY may opt to include responses in the final NEM report. Following resolution of any final draft document comments received, including input from the FAA's New England ADO (to ensure that the final submission addresses their critical feedback), HMMH Principal in Charge and Project manager will meet with MVY on-site or via teleconference to work through the final edits to the document.

HMMH will prepare an electronic version for MVY review and approval. Upon receiving MVY approval, HMMH will prepare one electronic file in pdf format and ten copies of the final document. The ten copies will include five for submission to the FAA, as required by Part 150, and five for MVY use. Electronic copies will be provided on the MVY website. We recommend these ten copies (and the website version) will be the only versions that include any large-scale maps or flight track graphics required by Part 150. For estimation of costs, we anticipate that the comments received during the public comment period will not affect the technical analysis and will only require minor edits to the draft document.

Following final FAA acceptance of the documents, a final electronic file will be provided to the MVY to permit them to print additional copies in the future, as needed. The separate NEM executive summary document will be revised accordingly and replace the previous posting on the website.

Task 5.3 Support MVY in Responding to FAA Questions

HMMH will budget for one person-week of assistance in responding to FAA requests for clarification during its review of the final submission.

Deliverables: Preliminary Public Draft NEM (MVY review), Public Draft NEM (FAA review), Final Public Draft NEM (public review), Preliminary Draft NEM (MVY review), Draft NEM (FAA review), Final NEM (MVY submittal to FAA for review and acceptance).



PROJECTED SCHEDULE

The Part 150 Team anticipates that the following schedule represents a realistic timeline for conducting the preceding elements, taking into account reasonable time periods for technical, documentation, public consultation, and other major processes. We assume that any background material will be distributed to TAC members one week in advance of each meeting and that public workshops will require one month of advance notice.

The schedule is largely organized around regular advisory committee meetings and document submittal schedules.



Meeting / Activity	Anticipated Purpose	Anticipated Time Frame
Kick-Off Meeting with MVY and the Part 150 Team	Define organizational and procedural matters and public outreach, review and refine scope and schedule details.	4 th Quarter 2022
Part 150 Information Workshop	Introduction to Part 150, discuss project goals, identify issues of concern, and gather public input.	1 st Quarter 2023
1 st Advisory Committee Meeting (Same trip as the P150 Information Workshop)	Introduction to Part 150, discuss team roles, identify issues of concern, and to discuss areas for noise monitoring	1 st Quarter 2022
2 nd Advisory Committee Meeting	Presentation of noise modeling inputs; review forecast, review existing noise measures and upcoming noise measurement program	2 nd Quarter 2023
Noise Measurement Program	Obtain noise levels of individual aircraft overflights, significant non-aircraft noise sources, and background noise levels; measure sample DNL during peak activity season (Summer)	3 rd Quarter 2023
3 rd Advisory Committee Meeting	Presentation of noise monitoring data and the existing and five-year condition Noise Exposure Maps (NEMs);	3 rd Quarter 2023
NEM Public Comment Period and Public Workshop	Public Workshop at the start of the NEM thirty-day public comment period	3 rd Quarter 2023
NEM Document submission to FAA	MVY submits the Final NEM document to FAA for acceptance.	4 th Quarter 2023

