

CHAPTER 11

Implementation of the Noise Compatibility Program

A. Introduction

The overall objective of the NCP at Hilton Head Island Airport is to achieve and maintain aircraft noise/off-Airport land use compatibility through the establishment of mutually acceptable airport operational procedures, sound insulation, land use controls and communication with the public. As presented in this study, through the analysis of existing and future noise conditions and direct input from the wide variety of interests involved during the development of the study, a series of recommendations have been identified. Those responsible for implementing these procedures and the methods of implementation are summarized in the following.

B. Overall Roles and Responsibilities

The following provides a description of the overall roles and responsibilities of those entities associated with noise mitigation and land use compatibility around Hilton Head Island Airport.

Beaufort County and Airport Management

Beaufort County and Airport management, as owners and operators of the Airport are responsible for the development of information to support the compatibility effort. This support includes the preparation of the FAR Part 150 study, community involvement programs, coordination with Airport users related to operational procedures and the interaction with local planners and elected officials related to land use compatibility. In addition, the County and Airport management are also responsible for assisting with the implementation of approved NCP and applying for funds (grants) from the Federal Aviation Administration associated with eligible items included in the NCP.

Federal Aviation Administration

The Airports Division within the FAA is responsible for developing guidance for preparing noise abatement studies, approving FAR Part 150 study recommendations, establishing eligibility requirements for the use of noise related funding, and distributing federal funds in support of approved noise related recommendations.

The FAA's Air Traffic Control personnel are responsible for providing guidance to pilots who are in command of the movement of the aircraft both on the airfield and in the air.

The Town of Hilton Head Island

The Town of Hilton Head Island is responsible for local land use planning and zoning control surrounding the Airport. This political jurisdiction is responsible for the preparation and approval of comprehensive plans and the establishment and implementation of zoning and land use regulations and the application of these by taking into consideration the compatibility of land uses in noise exposure areas.

Pilots

The pilot has the ultimate responsibility for the operation of the aircraft. Although certain noise mitigation procedures are set, the pilot still maintains the authority to make the final judgment. In general it is up to the pilot to adhere to noise abatement procedures as long as safety is not a concern.

Residents and Prospective Residents

The residents in areas surrounding an airport should provide input regarding their concerns associated with aircraft noise exposure especially when non-standard flight conditions occur that adversely affects them. This can be accomplished through the telephone line or other means of contact. Residents should also strive to understand the actions that can and cannot legally be taken to minimize the effect of aircraft noise and overflights. Future residents should acquaint themselves with noise and flight corridor information prior to buying a home.

C. Implementation Measures for NCP Recommendations

Based on the overall responsibilities discussed above, the following identifies the method of implementing each of the NCP recommendations and those entities responsible for the implementation.

Operational Procedure Recommendations

Recommendation 1: Continue the encouragement of the use of the Broad Creek noise abatement approach to Runway 3 to the greatest extent possible.

Recommendation 2: Continue all of the existing noise abatement operational procedures currently in effect at the Airport to the greatest extent possible.

The implementation of these recommendations would be the responsibility of the FAA, pilots and the Airport management.

Off-Airport Land Use Compatibility Recommendation

Recommendation 3: To ensure that land use planning and control continues within the flight corridors close-in to the Airport, it is recommended that the Airport Overlay District Discretionary Noise Level be revised from the 60 DNL to the 55 DNL and since the FAA still defines significant noise exposure as the 65 DNL, the Significant Noise Level defined in the current Airport Overlay District (65 DNL) should remain the same.

The implementation of Recommendation 3 would be the responsibility of the Town of Hilton Head Island. Since the FAA does not have authority over local land use decisions, this measure can be implemented following the submittal of this document to the FAA.

Property Acquisition/Sound Insulation Recommendation

Recommendation 4: It is recommended that the Airport consider the sound insulation of the St. James Baptist Church on a voluntary basis. It would be up to the church to decide whether it wants to be in the program or not.

The implementation of the voluntary sound insulation program for the existing noise sensitive site located within the existing baseline 65 DNL contour (the St. James Baptist Church) would involve the FAA Airports District Office, the FAA Airports Regional office, the State of South Carolina, and Beaufort County. The eligibility of the property to be sound insulated would be based on the approval of this item by the FAA in the NCP and would be subject to the availability of funds from the FAA, State and the County.