

# CHAPTER 12

## Program Benefits, Costs, Review and Update

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### A. Introduction

The Noise Compatibility Program (NCP) is designed to provide noise reduction benefits to the overall community. The Program gains compatibility through the use of noise abatement operational procedures, sound insulation, land use planning and control mechanisms, and through various means of notification and publications.

### B. Program Benefits

#### **Operational Controls Proposed For the Benefit of Existing Residents**

The noise abatement operational procedures proposed in the NCP are directed at reducing the noise exposure on existing residents. The operational measures that benefit existing residents are Recommendations 1, and 2 summarized at the end of Chapter 11.

#### **Actions Proposed for the Benefit of Prospective Home Buyers**

Recommendation 3 would ensure that land use planning control and notification continues within the flight corridors close-in to the Airport by modifying the Airport Overlay District Discretionary Noise Level from 60 DNL to the 55 DNL. This would be a benefit to prospective home buyers by providing early notification of aircraft overflight and noise.

#### **Actions Proposed for the Benefit of Existing Noise Sensitive Sites within the 65 DNL**

Recommendation 4 involves the sound insulation, on a voluntary basis, of the St. James Baptist Church. It would benefit the church by reducing interior noise in the structure to improve internal communication.

#### **Actions Proposed to Improve Communication Opportunities with Citizens and Airport Users**

In addition to the four (4) recommendations listed above, two (2) additional recommendations are made in this FAR Part 150 study. These are intended to improve the understanding and awareness of the NCP and to maintain a dialogue with the public.

Recommendation 5 involves the preparation of a Noise Compatibility Plan Brochure that identifies the overall noise abatement program at the Airport. This would be available to

all who fly aircraft into or out of the Airport, those that control the flight of aircraft at the airport, those who plan land uses around the airport and to the public.

Recommendation 6 supports the continuation of the Airport Noise Complaint Hotline in order to maintain communications with airport neighbors regarding aircraft overflights.

**Table 12.1** summarizes the recommendations of the study and the requested FAA action under 14 CFR Part 150.

**TABLE 12.1  
Summary of Recommendations and Requested FAA Action  
Hilton Head Island Airport FAR Part 150 Study**

<b>Recommendation</b>	<b>Description</b>	<b>Requested FAA Action</b>
<b>1</b>	Continue the encouragement of the use of the Broad Creek noise abatement approach to Runway 3 to the greatest extent possible.	<i>Existing Procedure. No Action being requested under 14 CFR Part 150.</i>
<b>2</b>	Continue all of the existing noise abatement operational procedures currently in effect at the Airport to the greatest extent possible.	<i>Existing Procedure. No Action being requested under 14 CFR Part 150.</i>
<b>3</b>	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.	<i>Requesting Approval as a Noise Compatibility Program Measure under 14 CFR Part 150.</i>
<b>4</b>	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.	<i>Requesting Approval as a Noise Compatibility Program Measure under 14 CFR Part 150.</i>
<b>5</b>	The preparation of a Noise Compatibility Plan Brochure that identifies the overall noise abatement program at the Airport. This would be available to all who fly aircraft into or out of the Airport, those that control the flight of aircraft at the airport, those who plan land uses around the airport and to the public.	<i>Requesting Approval as a Noise Compatibility Program Measure under 14 CFR Part 150.</i>
<b>6</b>	Support the continuation of the Airport Noise Complaint Hotline in order to maintain communications with airport neighbors regarding aircraft overflights.	<i>Existing Procedure. No Action being requested under 14 CFR Part 150.</i>

## C. Estimated Costs of the Noise Compatibility Program

**Table 12.2** provides the estimated costs for the implementation of the NCP. The cost of some measures are quantifiable (such as sound insulation) and, for others, both the costs and the benefits are more qualitative and, in most instances, minor. For those where costs are quantifiable, the cost estimate represents a preliminary indication of the noise-related funding that may be requested from the FAA following the approval of the NCP.

**TABLE 12.2**  
**Estimated Cost of Noise Compatibility Program**  
**Hilton Head Island Airport FAR Part 150 Study**

	<b>Noise Compatibility Program Measure</b>	<b>Qualitative Cost</b>
<b>1</b>	Broad Creek Approach	None - Current Procedure
<b>2</b>	Existing Noise Abatement Procedures	None – Current Procedure
<b>3</b>	Overlay District Modifications	Minimal as part of the Town’s Ordinance Updating Process
<b>4</b>	Sound Insulation	Approximately \$75,000
<b>5</b>	Noise Compatibility Brochure	Approximately \$ 15,000 for Preparation and Distribution
<b>6</b>	Airport Hotline	No additional cost – Current Procedure

## D. Review and Updates

The primary review associated with the NCP would be to monitor all elements that make up the NCP and make sure they are followed through on. This means that the voluntary flight procedures are encouraged to be used to the greatest extent possible, the land use recommendations are incorporated into local codes and comprehensive plans, the brochures are developed and distributed, and the process for sound insulating the church within the 65 DNL is initiated.

If, after the submission of the noise exposure maps, any change in the operation of the airport would create any “substantial new non-compatible use” within the 65 DNL beyond that which is projected to occur within the next five years (on the 2011 future noise exposure map) a revised noise exposure map would need to be prepared and submitted to the FAA. A substantial increase is defined as a 1.5 DNL or greater change within the 65 DNL at a noise sensitive site. In addition, any change that would significantly reduce the noise exposure (1.5 DNL or greater reduction) over noise sensitive areas within the 65 DNL would also require a revised noise map.

It should be noted, since a FAR Part 150 study is voluntary on behalf of Airport management and not required by the FAA, the need and timing for preparing an update to the full study would be at the option of Airport management.