

**FAR Part 150 Study
Noise Exposure Map Checklist
Part I**

Airport Name: Buffalo Niagara International Airport

Reviewer:

	Yes/No/ NA	Reference/Comments
I. IDENTIFICATION AND SUBMISSION OF MAP DOCUMENT:		
A. Is the submittal appropriately identified as one of the following, submitted under FAR Part 150:		
1. A NEM only	No	
2. A NEM and NCP	Yes	Transmittal Letter
3. A revision to NEMs which have previously been determined by FAA to be in compliance with Part 150.	No	This is the initial Part 150 Study
B. Is the Airport name and the qualified airport operator identified?	Yes	Transmittal Letter
C. Is there a dated cover letter from the airport operator which indicates the documents are submitted under Part 150 for the appropriate FAA determinations?	Yes	Transmittal Letter
II. CONSULTATION: [150.21(b), A150.105(a)]		
A. Is there a narrative description of the consultation accomplished, including opportunities for public review and comment during map development?	Yes	Chapter 6.0 Coordination and Public Involvement.
B. Identification:		
1. Are the consulted parties identified?	Yes	Chapter 6.0 Coordination and Public Involvement
2. Do they include all those required by 150.21(b) and A150.105(a)?	Yes	Chapter 6.0 Coordination and Public Involvement
C. Does the documentation include the airport operator's certification, and evidence to support it, that interested persons have been afforded adequate opportunity to submit their views, data, and comments during map development and in accordance with 150.2(b)?	Yes	Certification is provided on the cover page and also on the Existing and Future (2008) Baseline NEMs. Chapter 6.0 describes the public outreach process.
D. Does the document indicate whether written comments were received during consultation and, if there were comments, which are on file with the FAA region?	Yes	Public and community representative comments are included in Chapter 6.0 and Appendices C and D.
E. If program analysis uses noise modeling:		
1. INM, HNM, or FAA-approved equivalent?	Yes	INM Version 6.1
F. Existing condition and 5-year maps clearly identified as the official NEMs.	Yes	Chapters 4.0 and 5.0
III. GENERAL REQUIREMENTS: [150.21]		
A. Are there two maps, each clearly labeled on the face with year (existing condition year and 5-year)?	Yes	Existing NEMs are found in Chapter 4.0 Existing Noise Exposure Map; Future (2008) Baseline NEM is found in Chapter 5.0 Future Baseline Noise Exposure Map. The NEMs are located in the pockets at the end of these chapters.
B. Map currently:		
1. Does the existing condition map year match the year on the airport operator's submittal letter?	No	Existing NEMs are 2003; airport operator's submittal letter is dated in 2004.
2. Is the 5-year map based on reasonable forecasts and other planning assumptions and is it for the fifth calendar year after the year of submission?	Yes/No	Forecast is under reviewing by the FAA. The 5-year map is for calendar year 2008.
3. If the answer to 1 and 2 above is no, has the airport operator verified in writing the data in the documentation are representative of existing condition and 5-year forecast conditions as of the date of submission?	Yes	Transmittal letter contains airport operator's written verification.

**FAR Part 150 Study (continued)
Noise Exposure Map Checklist - Part I**

	Yes/No/ NA	Reference/Comments
C. If the NEM and NCP are submitted together:		
1. Has the airport operator indicated whether the 5-year map is based on 5-year contours without the program vs. contour if the program is implemented?	Yes	Volume II, Chapter 2.0
2. If the 5-year map is based on program implementation:		
a. Are the specific program measures which are reflected on the map identified?	Yes	Volume II, Chapter 2.0
b. Does the documentation specifically describe how these measures affect land use compatibilities depicted on the map?	Yes	Volume II, Chapters 2.0, 3.0, and 4.0
3. If the 5-year NEM does not incorporate program implementation, has the airport operator included an additional NEM for FAA determination after the program is approved which shows program implementation conditions and which is intended to replace the 5-year NEM as the new official 5-year map?	Yes	The Recommended Future (2008) NEM is provided at the end of Chapter 2.0 in Volume II and is the basis for implementing the remedial measures described in Volume II.
IV. MAP SCALE, GRAPHICS, AND DATA REQUIREMENTS: [A150.101, A150.103, A150.105, A150.21(a)]		
A. Are the maps of sufficient scale to be clear and readable (they must not be less than 1" to 8,000'), and is the scale indicated on the map?	Yes	NEMs following Chapters 4.0 and 5.0.
B. Is the quality of the graphics such that required information is clear and readable?	Yes	
C. Depiction of the airport and its environs:		
1. Are the following graphically depicted to scale on both the existing condition and 5-year maps:		
a. Airport boundaries	Yes	NEMs following Chapters 4.0 and 5.0.
b. Runway numbers configuration with runway end numbers.	Yes	NEMs following Chapters 4.0 and 5.0.
2. Does the depiction of the off-airport data include:		
a. A land use base map depicting streets and other identifiable geographic features?	Yes	NEMs following Chapters 4.0 and 5.0.
b. The area within the 65 Ldn (or beyond, at local discretion)?	Yes	NEMs following Chapters 4.0 and 5.0.
c. Clear delineation of geographic boundaries and the names of all jurisdictions with planning and land use control authority within the 65 Ldn (or beyond, at local discretion)?	Yes	Geographic boundaries and names are on NEMs following Chapters 4.0 and 5.0.
D. Continuous contours for at least the Ldn 65, 70 and 75? Based on current airport and operational data for the existing condition year NEM, and forecast data for the 5-year NEM?	Yes	NEMs show the 65, 70 and 75 DNL contours.
E. Flight tracks for the existing condition and 5-year forecast time frames (these may be on supplemental graphics which must use the same land use base map as the existing condition and 5-year NEM), which are numbered to correspond to accompanying narrative?	Yes	Flight tracks are included on sheets 2 and 3 of the NEMs.
F. Locations of any noise monitoring sites (these may be on supplemental graphics which must use the same land use base map as the official NEMs).	Yes	The noise monitoring sites are depicted on the NEMs. Appendix A describes the noise monitoring effort.
G. Noncompatible land use identification:		
1. Are noncompatible land uses within at least the 65 Ldn depicted on the maps?	Yes	
2. Are noise-sensitive public buildings identified?	Yes	
3. Are the noncompatible uses and noise-sensitive public buildings readily identifiable and explained on the map legend?	Yes	

FAR Part 150 Study (continued) Noise Exposure Map Checklist - Part I		
	Yes/No/ NA	Reference/Comments
4. Are compatible land uses, which would normally be considered noncompatible, explained in the accompanying narrative?	NA	
V. NARRATIVE SUPPORT OF MAP DATA: [150.21(a), A150.1; A150.101, A150.103]		
A. Are the technical data, including data sources, on which the NEMs are based adequately described in the narrative? Are the underlying technical data and planning assumptions reasonable?	Yes	Chapters 4.0 and 5.0
B. Calculation of Noise Contours:		
1. Is the methodology indicated?	Yes	Chapters 4.0 and 5.0
a. Is it FAA approved?	Yes	Chapters 2.0, 4.0 and 5.0
b. Was the same model used for both maps?	Yes	
c. Has AEE approval been obtained for use of a model other than those which have previous blanket FAA approval?	Yes	GV substitution for CRJ700 and EMB 170
2. Correct use of noise models:		
a. Does the documentation indicate the airport operator has adjusted or calibrated FAA-approved noise models or substituted one aircraft type for another?	Yes	Chapters 4.0, 5.0, and Appendix A
b. If so, does this have written approval from AEE?	Yes	FAA Approval Letter, October 1, 2004
3. If noise monitoring was used, does the narrative indicate that Part150 guidelines were followed?	Yes	Appendix A
4. For noise contours below 65 Ldn, does the supporting documentation include explanation of local reasons?	NA	
C. Noncompatible Land Use Information:		
1. Does the narrative give estimates of the number of people residing in each of the contours (Ldn 65, 70 and 75 at a minimum) for both the existing condition and 5-year maps?	Yes	Chapters 4.0 and 5.0
2. Does the documentation indicate whether Table 1 of Part 150 was used by the airport operator?	Yes	Chapter 3.0
a. If a local variation to Table 1 was used:		
(1) Does the narrative clearly indicate which adjustments were made and the local reasons for doing so?	NA	
(2) Does the narrative include the airport operator's complete substitution for Table 1?	NA	
3. Does the narrative include information on self-generated or ambient noise where compatible/noncompatible land use identifications consider non-airport/aircraft sources?	NA	
4. Where normally noncompatible land uses are not depicted as such on the NEMS, does the narrative satisfactorily explain why, with reference to the specific geographic areas?	NA	
5. Does the narrative describe how forecasts will affect land use compatibility?	Yes	Chapter 3.0 describes future land use.
VI. MAP CERTIFICATIONS: [150.21(b), 150.21(e)]		
A. Has the operator certified in writing that interested persons have been afforded adequate opportunity to submit views, data and comments concerning the correctness and adequacy of the draft maps and forecasts?	Yes	Sponsor's verification is on Cover Page and the NEMs.
B. Has the operator certified in writing that each map and description of consultation and opportunity for public comment are true and complete?	Yes	Sponsor's certification is on Cover Page and the NEMs.