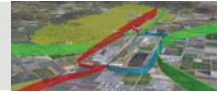


Chapter 4 Noise Impacts

The Federal Aviation Administration (FAA) has established guidelines, codified within Title 14, Code of Federal Regulations, Part 150 (14 CFR Part 150 or Part 150), that identify suitable land uses for development near airport facilities in order to standardize the assessment of airport land use compatibility. The Part 150 compatibility guidelines, summarized on **Exhibit 4A**, are based on previous studies and recommendations by federal agencies. As discussed in Chapter Three – Aviation Noise, the Ventura County Department of Airports recognizes that some community members are disturbed by noise at levels below the FAA guidelines for noise exposure. Additional efforts to evaluate potential options to reduce the effects of noise exposure will be considered as part of the noise abatement and land use alternatives sections of the airport’s Part 150 Noise Compatibility Program.

Additional information regarding the FAA’s Part 150 compatibility thresholds can be found in the Noise and Land Use Compatibility Guidelines section of the **Resource Library** in **Appendix C**, and within §A150.101(a), §A150.101(d), and the explanatory note in Table 1 of 14 CFR Part 150. It should be noted that although the FAA provides the Part 150 land use compatibility guidelines, land use planning is a local decision made by the city or county with jurisdiction over a specific property; however, upon receipt of FAA grant funding, airport sponsors agree to take appropriate action – including the adoption of zoning laws – to the extent reasonable to restrict the use of land next to or near the airport to uses that are compatible with normal airport operations¹. As discussed in Chapter One – Inventory, there are several communities near the airport which have land use planning jurisdictions over these areas; therefore,

¹ Required by FAA Airport Sponsor Grant Assurance 21, Compatible Land Use.
https://www.faa.gov/sites/faa.gov/files/airports/new_england/airport_compliance/assurances-airport-sponsors-2022-05.pdf



LAND USE		Yearly Day-Night Average Sound Level (DNL) in Decibels					
		Below 65	65-70	70-75	75-80	80-85	Over 85
Residential							
	Residential, other than mobile homes and transient lodgings	Y	N ¹	N ¹	N	N	N
	Mobile home parks	Y	N	N	N	N	N
	Transient lodgings	Y	N ¹	N ¹	N ¹	N	N
Public Use							
	Schools	Y	N ¹	N ¹	N	N	N
	Hospitals and nursing homes	Y	25	30	N	N	N
	Churches, auditoriums, and concert halls	Y	25	30	N	N	N
	Government services	Y	Y	25	30	N	N
	Transportation	Y	Y	Y ²	Y ³	Y ⁴	Y ⁴
	Parking	Y	Y	Y ²	Y ³	Y ⁴	N
Commercial Use							
	Offices, business and professional	Y	Y	25	30	N	N
	Wholesale and retail-building materials, hardware and farm equipment	Y	Y	Y ²	Y ³	Y ⁴	N
	Retail trade-general	Y	Y	25	30	N	N
	Utilities	Y	Y	Y ²	Y ³	Y ⁴	N
	Communication	Y	Y	25	30	N	N
Manufacturing and Production							
	Manufacturing, general	Y	Y	Y ²	Y ³	Y ⁴	N
	Photographic and optical	Y	Y	25	30	N	N
	Agriculture (except livestock) and forestry	Y	Y ⁶	Y ⁷	Y ⁸	Y ⁸	Y ⁸
	Livestock farming and breeding	Y	Y ⁶	Y ⁷	N	N	N
	Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational							
	Outdoor sports arenas and spectator sports	Y	Y ⁵	Y ⁵	N	N	N
	Outdoor music shells, amphitheaters	Y	N	N	N	N	N
	Nature exhibits and zoos	Y	Y	N	N	N	N
	Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
	Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

The designations contained in this table do not constitute a federal determination that any use of land covered by the program is acceptable under federal, state, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally-determined land uses for those determined to be appropriate by local authorities in response to locally-determined needs and values in achieving noise compatible land uses.



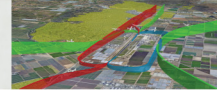
KEY

- Y (Yes)** Land Use and related structures compatible without restrictions.
- N (No)** Land Use and related structures are not compatible and should be prohibited.
- NLR** Noise Level Reduction (outdoor-to-indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
- 25, 30, 35** Land Use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

NOTES

1. Where the community determines that residential or school uses must be allowed, measures to achieve outdoor-to-indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB, respectively, should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide an NLR of 20 dB; thus, the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
2. Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
3. Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
4. Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise-sensitive areas, or where the normal noise level is low.
5. Land use compatible provided special sound reinforcement systems are installed.
6. Residential buildings require an NLR of 25.
7. Residential buildings require an NLR of 30.
8. Residential buildings not permitted.

Source: **14 CFR Part 150**, Appendix A, Table 1.



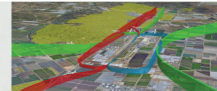
Ventura County must coordinate with these communities to maintain compatible land uses within the immediate vicinity of the airport to comply with this FAA grant provision. The study area includes portions of the cities of Camarillo and Oxnard, as well as unincorporated Ventura County. When incompatible land uses exist or are proposed, the County of Ventura coordinates with specific jurisdictions to resolve the issue. For example, the Airport Land Use Commission (ALUC) is responsible for the planning and implementation of the Airport Land Use Compatibility Plan (ALUCP) for all public airports within the County of Ventura, and the Ventura County Transportation Commission serves as the designated ALUC, as authorized and required by state law (Cal PUB, Division 9, Aviation Part 1, Chapter 4, Article 3.5, Section 21670 et seq.)

14 CFR PART 150 GUIDELINES

The FAA guidelines summarized on **Exhibit 4A** indicate that all land uses are acceptable in areas below 65 CNEL (community noise equivalent level). At the 65 CNEL threshold or higher, residential land uses without acoustic treatment, mobile homes, and transient lodging are all incompatible. The table notes that homes of standard construction and transient lodging may be considered compatible where local communities have determined these uses are permissible; however, acoustic treatment of these structures is recommended to meet noise level reduction thresholds when comparing the outdoor noise level to the indoor noise level. Schools and other public use facilities are also generally considered to be incompatible with noise exposure above 65 CNEL. As with residential development, communities can make policy decisions that these uses are acceptable with appropriate sound attenuation measures. Hospitals and nursing homes, places of worship, auditoriums, and concert halls are generally compatible structures if measures to achieve noise level reduction are incorporated into the design and construction of the structures. Outdoor music shells and amphitheatres are not compatible and should be prohibited within the 65 CNEL noise contour. Additionally, agricultural uses and livestock farming are generally considered compatible, except for related residential components of these uses, which should incorporate sound attenuation measures.

Within the 70-75 CNEL noise contour range, residences, transient lodging, and schools have the same sound attenuation recommendations as uses within the 65-70 CNEL range. Additionally, as the noise levels increase, the following land uses identified in the table are recommended to have sound attenuation: governmental services; transportation; parking; offices; wholesale and retail; utilities; communication; manufacturing; photographic and optical; golf courses; riding stables; and water recreation. In addition to those identified within the 65-70 CNEL contour range, the table recommends prohibiting nature exhibits and zoos as land uses within the 70-75 CNEL contour range. Beyond the 75 CNEL contour, the land use recommendations are increasingly more stringent as the noise levels increase.

In addition to the land uses outlined in Table 1 of 14 CFR Part 150, historic properties must be considered within a Part 150 study. Historic properties are generally no more sensitive to noise than other properties of similar uses; however, federal regulations require that noise effects on these uses be considered when evaluating the effects of an action, such as a noise abatement or land use management procedure.



The strictest of these requirements is the *U.S. Department of Transportation (DOT) Act of 1966*. Section 4(f) of the *DOT Act* provides that the U.S. Secretary of Transportation shall not approve any program (such as a Part 150 Noise Compatibility Program) or project which requires the use of any historic site of national, state, or local significance unless there is no feasible and prudent alternative to the use of such land. The FAA is required to consider the direct physical taking of eligible property (such as acquisition and demolition of historic structures), as well as the indirect use of or adverse impact to eligible properties (such as noise exposure within the 65 CNEL noise contour). When evaluating the effects of the noise abatement and land use management alternatives later in this report, it will be necessary to identify whether the proposed action conflicts with or is compatible with the normal activity or aesthetic value of any historic property not already significantly affected by noise. The FAA’s review and acceptance of an airport’s Noise Exposure Map (NEM) contours are not evaluated under Section 4(f).

As shown on **Exhibit 4A** – which is reproduced from Table 1 of 14 CFR Part 150 – an airport’s corresponding noise contours are used as the basis for identifying areas within which certain mitigation measures aimed at achieving compatibility within an area exposed to sound levels in excess of 65 decibels (dB) CNEL may be eligible for federal funding. Following the completion of a Part 150 study, projects that may qualify are recommended by the airport sponsor for funding from the noise set-aside portion of the FAA’s Airport Improvement Program (AIP). In general, noise compatibility projects must be within the 65 CNEL noise contour to be eligible for federal funding. According to the FAA’s *AIP Handbook*, “Noise compatibility projects usually are in areas where aircraft noise exposure is significant, as measured in day-night average sound level (DNL) (Community Noise Equivalent Level [CNEL] in California) of 65 decibels (dB) or greater.” However, projects may also be approved and may be eligible in areas exposed to noise of less than 65 CNEL (which is considered to have a moderate effect) if certain criteria are met. This concept will be examined further in the Noise Compatibility Program of this Part 150 Noise Compatibility Study.

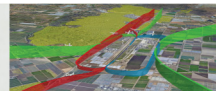
LAND USE GUIDELINES AT CAMARILLO AIRPORT

For the purposes of the Part 150 Noise Compatibility Study at Camarillo Airport, the FAA’s land use compatibility guidelines established in 14 CFR Part 150 will be used to make determinations about land use compatibility in the airport area.

As previously discussed, the Ventura County Transportation Commission serves as the designated ALUC and is responsible for implementing the county’s ALUCP. The ALUC considers noise exposure as one criterion when evaluating development proposals near airports.

AIRPORT NOISE LAND USE ANALYSIS

To evaluate the impact of noise within the vicinity of Camarillo Airport, the 2022 and 2027 contours discussed in Chapter Three – Aviation Noise will be compared to the existing land use patterns, and areas of incompatibility will be identified based on the previously discussed Part 150 land use compatibility recommendations. Additionally, consideration will be given to the potential for growth of noise-sensitive land uses within the 2027 noise contours.



LAND USES AND POPULATION EXPOSED TO 2022 NOISE

The 2022 condition noise exposure contours are depicted on **Exhibit 4B**. As indicated on the exhibit, a portion of the 65-70 CNEL contour extends off airport property. **Table 4A** summarizes the acreages of each existing land use type encompassed by the noise contours based on the generalized land use types described in Chapter One – Inventory.

TABLE 4A Land Uses Exposed to 2022 Aircraft Noise Above 65 CNEL – Camarillo Airport			
	Area (Acres)		
	65-70 CNEL	70-75 CNEL	75+ CNEL
Compatible Land Uses			
Airport Property	170.11	96.23	61.22
Agricultural	9.84	0	0
Commercial, Industrial, Transportation, and Utilities	9.64	0	0
Right of Way	8.17	0	0
Undeveloped ¹	11.21	0	0
Noise-Sensitive Land Uses			
Noise-Sensitive	0.47	0	0
Single-Family Residential	0	0	0
Multi-Family Residential	0	0	0
Public/Quasi-Public	1.53	0	0
Historic Properties	0	0	0
Total	210.97	96.23	61.22

¹ Undeveloped land consists of portions of multiple parcels.

Source: Coffman Associates analysis

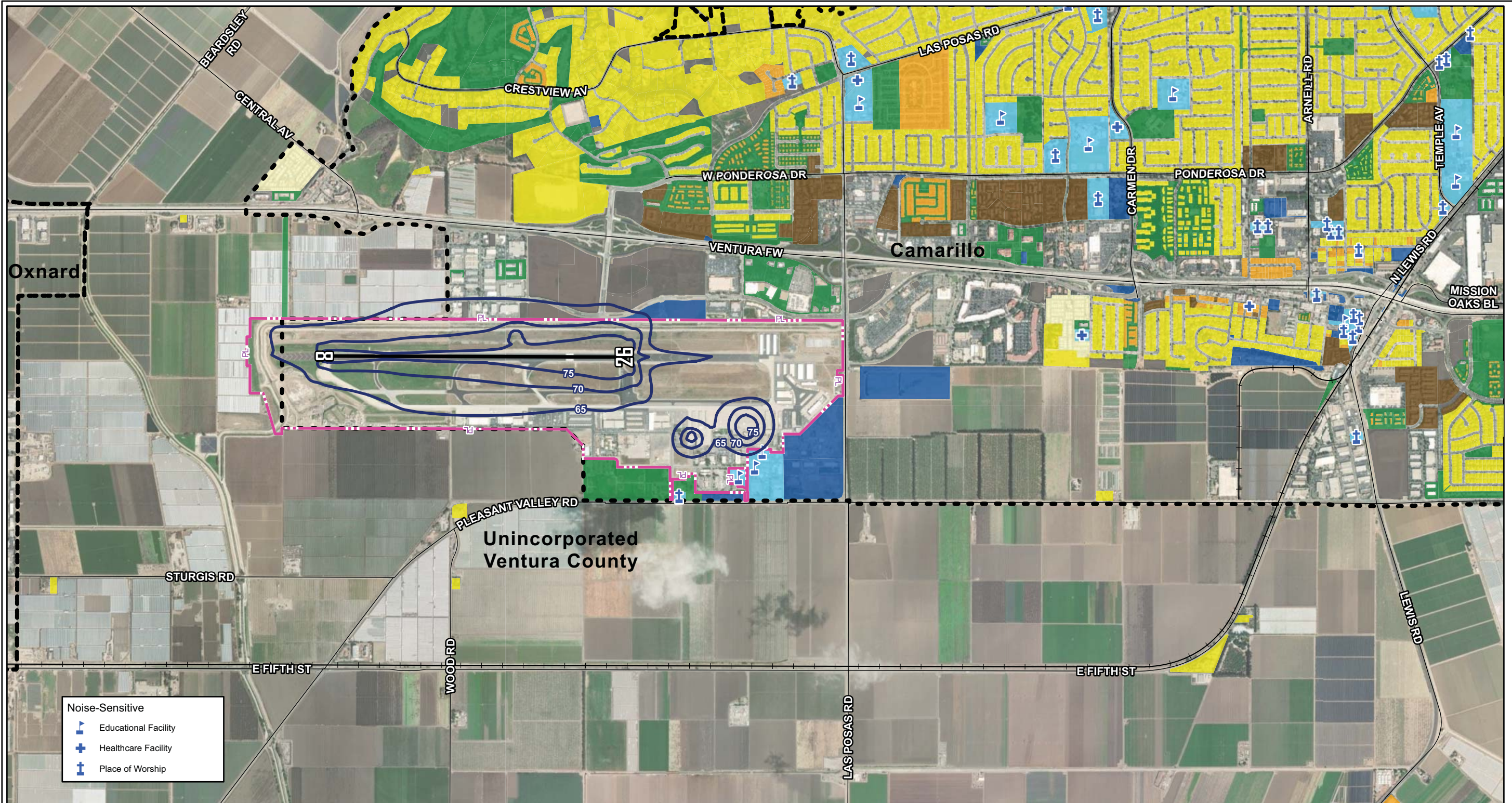
There are 1.53 acres of public/quasi-public property owned by the City of Camarillo within the 2022 65-70 CNEL contours. The City of Camarillo works cooperatively with the County of Ventura to limit development to only those uses compatible with Camarillo Airport.

There are no residential land uses within the 65-70, 70-75, or 75 and greater CNEL contour ranges.

There is one noise-sensitive institution within the 65 CNEL contour: Gateway Community School at 200 Horizon Circle, which serves approximately 50 students in grades 6-12 and has a staff of eight teachers. The exposed area is limited to the parking lot and a portion of the northwest corner of the building. There are no other noise-sensitive land uses (such as hospitals, historic properties, or daycare facilities) within the 2022 noise contours.

LAND USES AND POPULATION EXPOSED TO 2027 NOISE

The 2027 condition noise exposure contours are depicted on **Exhibit 4C**. As indicated on the exhibit, a portion of the 65-70 CNEL contour extends off airport property. **Table 4B** summarizes the acreage of each existing land use type encompassed by the noise contours based on the generalized land use types described in Chapter One – Inventory.



Noise-Sensitive

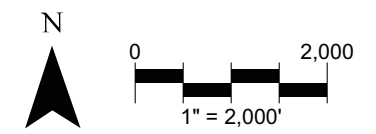
- Educational Facility
- Healthcare Facility
- Place of Worship

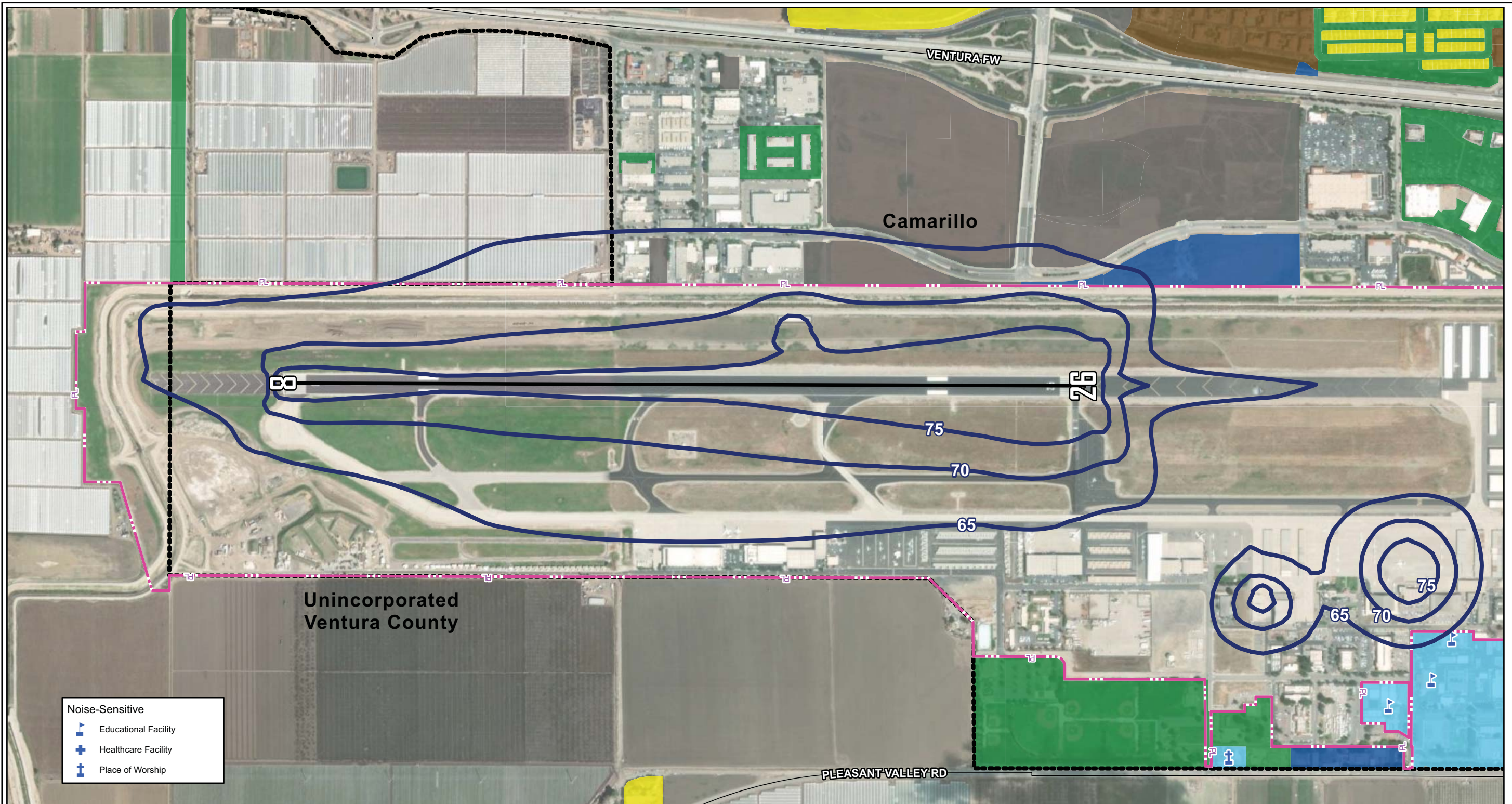
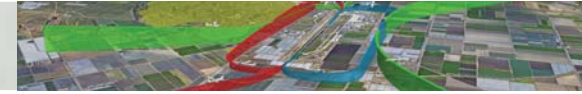
Legend

Railroad	Airport Property Line	Runway Centerline	Multi-Family Residential - Medium Density	Multi-Family Residential - High Density	Public/Quasi-Public	Vacant
Roads	Jurisdictional Boundaries	Existing Land Use	Single-Family Residential	Parks/Open Space	Noise-Sensitive	

CNEL - Community Noise Equivalent Level

Source:
Ventura County Parcel Layer and Tax Roll Data
Coffman Associates Analysis
ESRI Basemap Imagery, 2022



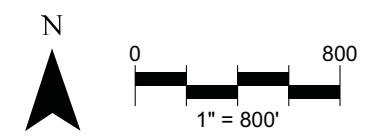


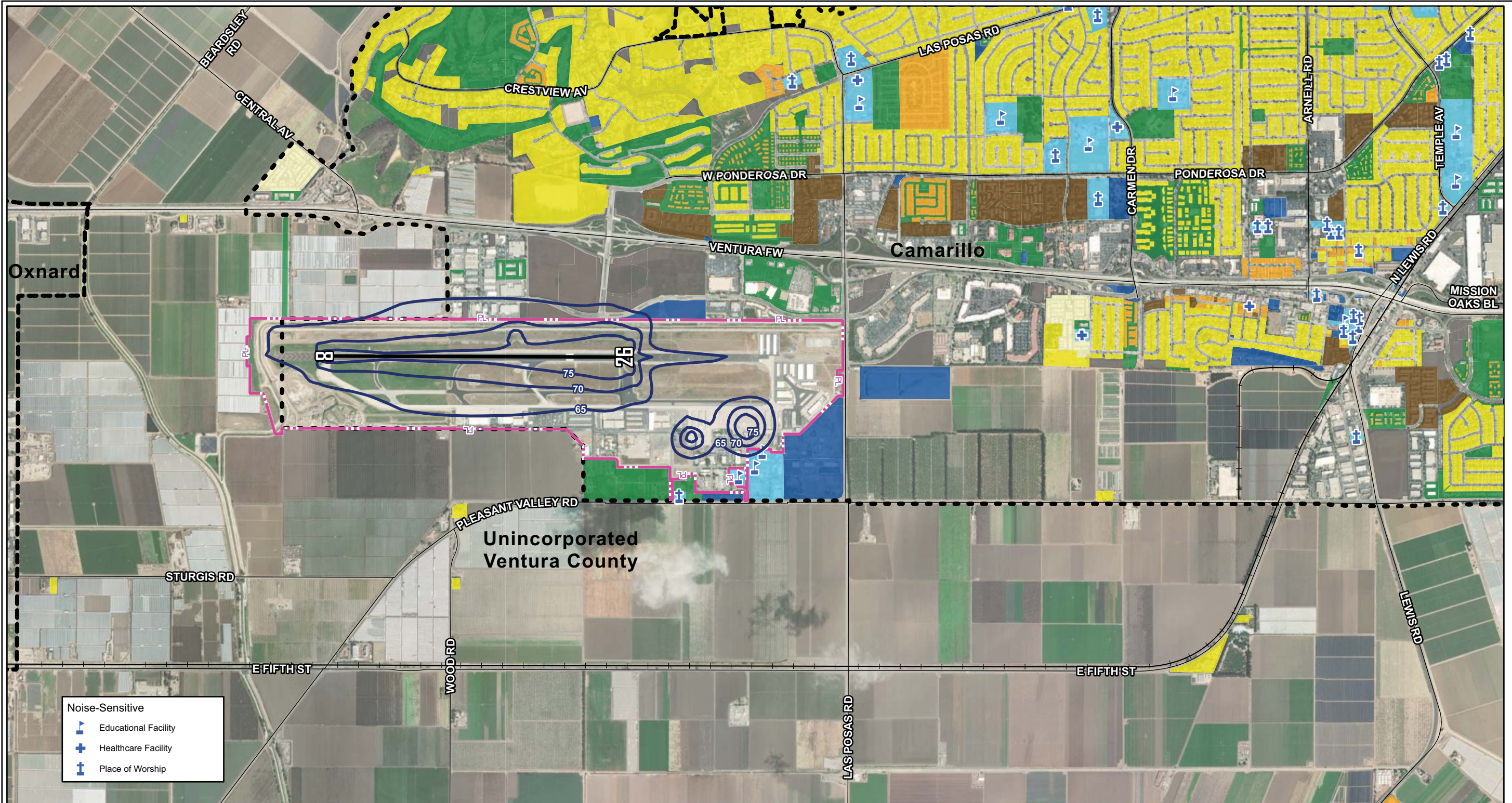
Legend

- | | | | | | |
|--------------|----------------------------|-----------------------------|-----------------------------|---|-----------------------|
| —+— Railroad | ▭ 2022 CNEL Noise Contours | ⋯ Jurisdictional Boundaries | ▭ Existing Land Use | ▭ Multi-Family Residential - High Density | ▭ Public/Quasi-Public |
| — Roads | — Airport Property Line | — Runway Centerline | ▭ Single-Family Residential | ▭ Parks/Open Space | ▭ Noise-Sensitive |
| | | | | ▭ Vacant | |

CNEL - Community Noise Equivalent Level

Source:
Ventura County Parcel Layer
and Tax Roll Data
Coffman Associates Analysis
ESRI Basemap Imagery, 2022





Noise-Sensitive

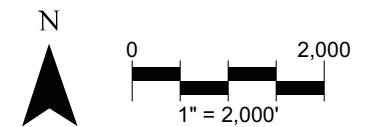
- Educational Facility
- Healthcare Facility
- Place of Worship

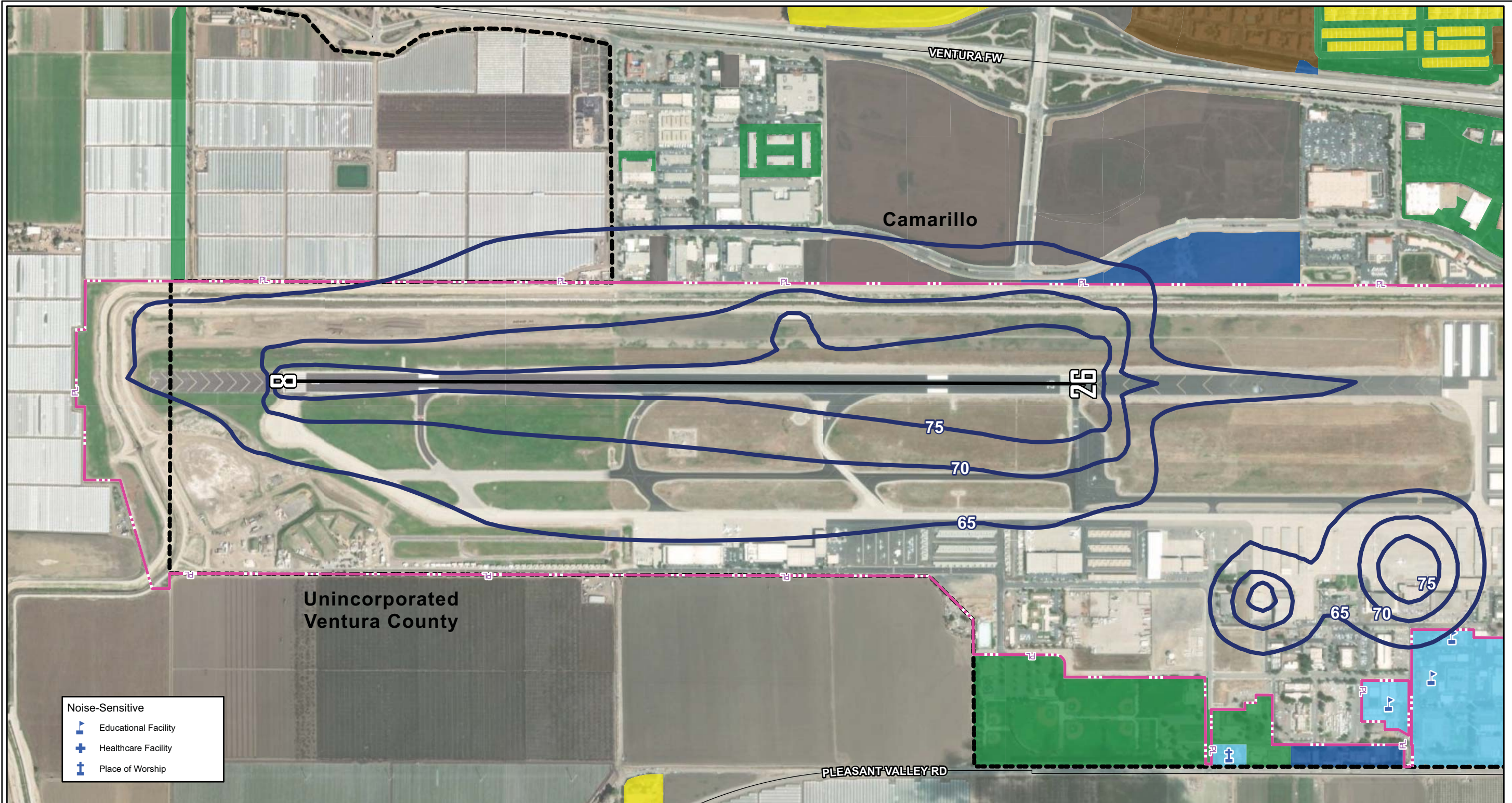
Legend

Railroad	Airport Property Line	Runway Centerline	Multi-Family Residential - Medium Density	Multi-Family Residential - High Density	Public/Quasi-Public	Vacant
Roads	Jurisdictional Boundaries	Existing Land Use	Single-Family Residential	Parks/Open Space	Noise-Sensitive	

CNEL - Community Noise Equivalent Level

Source:
Ventura County Parcel Layer and Tax Roll Data
Coffman Associates Analysis
ESRI Basemap Imagery, 2022





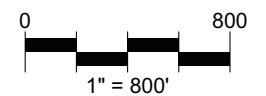
- Noise-Sensitive**
- Educational Facility
 - Healthcare Facility
 - Place of Worship

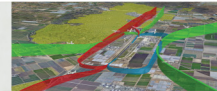
Legend

- Railroad
- Roads
- Jurisdictional Boundaries
- Runway Centerline
- 2027 CNEL Noise Contours
- Airport Property Line
- Existing Land Use - Single-Family Residential
- Multi-Family Residential - High Density
- Parks/Open Space
- Public/Quasi-Public
- Noise-Sensitive
- Vacant

CNEL - Community Noise Equivalent Level

Source:
Ventura County Parcel Layer
and Tax Roll Data
Coffman Associates Analysis
ESRI Basemap Imagery, 2022





As with the 2022 contour, the same 1.53 acres of public/quasi-public property owned by the City of Camarillo is expected to be contained within the 65-70 CNEL contours for 2027. The City of Camarillo works cooperatively with the County of Ventura to limit development to only those uses compatible with Camarillo Airport.

In 2027, no planned residential land uses are anticipated to be within or near the 65-70, 70-75, or 75 and greater CNEL contour ranges.

TABLE 4B Land Uses Exposed to 2027 Aircraft Noise Above 65 CNEL – Camarillo Airport			
	Area (Acres)		
	65-70 CNEL	70-75 CNEL	75+ CNEL
Compatible Land Uses			
Airport Property	175.38	97.61	62.95
Agricultural	10.24	0	0
Commercial, Industrial, Transportation, and Utilities	9.65	0	0
Right of Way	8.43	0	0
Undeveloped ¹	11.24	0	0
Noise-Sensitive Land Uses			
Noise-Sensitive	0.60	0	0
Single-Family Residential	0	0	0
Multi-Family Residential	0	0	0
Public Buildings	0	0	0
Public Institutions	1.53	0	0
Historic Properties	0	0	0
Total	217.07	97.61	62.95

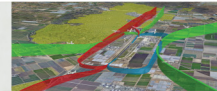
¹ Undeveloped land consists of portions of multiple parcels.

Source: Coffman Associates analysis

There is one noise-sensitive institution within the 65 CNEL contour for 2027: Gateway Community School at 200 Horizon Circle, which serves approximately 50 students in grades 6-12 and has a staff of eight teachers. The exposed area is limited to the parking lot and a portion of the northwest corner of the building. There are no other noise-sensitive land uses (such as hospitals, historic properties, or daycare facilities) within the 2027 noise contours.

GROWTH RISK ANALYSIS

For the 2027 scenario, consideration is given to the potential for noise-sensitive land uses to be developed on the land encompassed by the noise exposure contours. This is done by evaluating the locally adopted zoning (Exhibit 1D) and general plan (Exhibit 1E) designations for those parcels encompassed by the noise contours to determine if noise-sensitive land uses could be developed on these areas given the current zoning or future land use plan designations, which typically specify the preferred density, or number of dwelling units per acre, for each classification. As discussed in Chapter One – Inventory, the general plan land use designation identifies the *projected or future* land use for a property according to the locally adopted general plans. This document guides future development within the community planning area and provides the basis for zoning designations. The zoning ordinance identifies the type of land use *permitted on* a given piece of property and should be consistent with the general plan. In many communities, however, the zoning and future land use designations are not the same; therefore, an evaluation of each is necessary for the growth risk analysis.



The following example describes the method for calculating the growth risk of an area:

If a 10-acre area encompassed by the 65 CNEL noise contour is zoned for single-family residential development and the single-family residential zoning allows for development of one single-family residence per acre, the growth risk analysis would indicate the potential for 10 residences to be built within the 65 CNEL noise contour given the current zoning.

Similar calculations can be made based on the general plan land uses to determine if noise-sensitive land uses are planned for areas forecasted to be exposed to aircraft noise. This information can be used to guide land use planning decision efforts to maximize airport/land use compatibility.

This analysis assumes that on-airport property will not be developed with noise-sensitive land uses, in accordance with the sponsor’s FAA grant assurances; therefore, only those off-airport properties classified as undeveloped within the 2027 noise contours are included in the growth risk calculations. As indicated in **Table 4B**, an approximate total of 11.24 acres within 2027 contours is classified as undeveloped. This acreage includes part or all of eight parcels located north of the airport between the airport property line and Verdulera Street, within the City of Camarillo, as indicated on **Exhibit 4D**. **Table 4C** summarizes the acreage of the parcels located within the noise contour.

Parcel	Zoning Designation	General Plan Designation	Area Within 2027 65-70 CNEL Noise Contour	
			Acres	Square Feet
2300160085	L-M	RD ²	1.29	56,313
2300010415 ¹	CPD	C ²	1.69	73,435
2300010425	L-M	C ²	1.42	62,020
2300131035	M-2	I	1.19	51,740
2300010400	L-M	RD ²	4.28	186,385
2300010430 ¹	CPD	C ²	0.14	6,001
2300010440	L-M	RD ²	0.06	2,410
2300020330 ¹	CPD	C ²	1.17	51,100
Total:			11.24	489,404

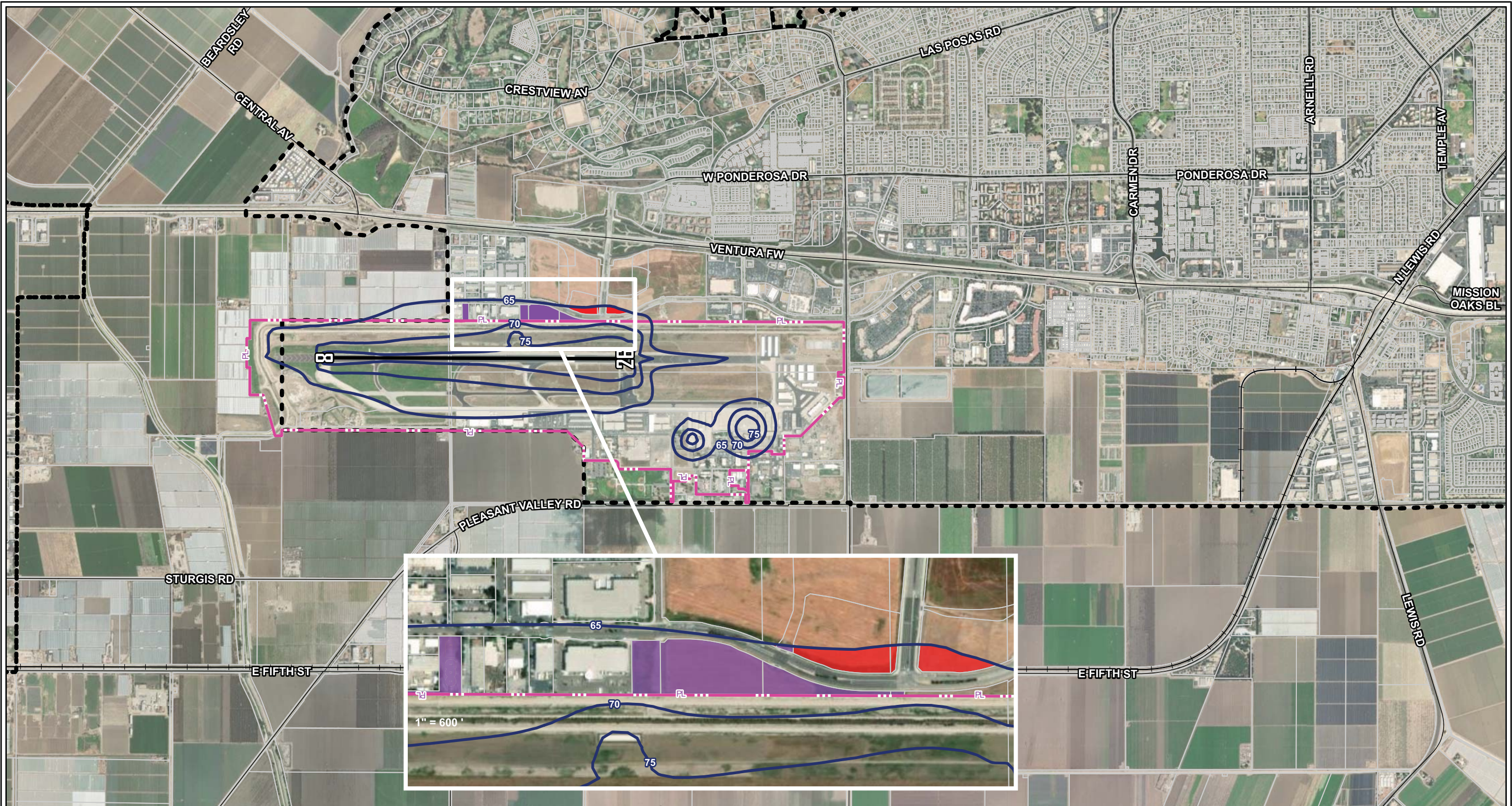
Zoning Designations: L-M = Limited Manufacturing, CPD = Commercial Planned Development, M-2 = General Manufacturing
 General Plan Designations: I = General Industrial, C = General Commercial, RD = Research and Development
¹ A portion of the parcel is outside the 2027 noise contour.
² Subject to the Airport North Specific Plan.

Source: Coffman Associates’ analysis

Based on a review of the zoning map and general plan future land use data for the City of Camarillo, these parcels are zoned as industrial or commercial and planned as industrial or commercial. It should be noted that this analysis of undeveloped land does not consider the 10.24-acre area within the 65-70 CNEL contour which is currently zoned Agricultural, located west of Wood Road in unincorporated Ventura County. The area is protected by the county’s Save Open space & Agricultural Resources (SOAR) initiative² and is described in Chapter One – Inventory and shown on **Exhibit 1E**.

Table 4D summarizes noise-sensitive land uses that are permitted to be developed within the applicable zones under Part 150 guidelines.

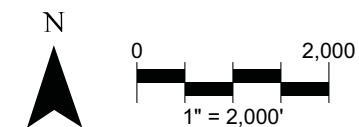
² County of Ventura Measure (SOAR) Save Open space and Agricultural Resources Initiative – 2050. Full Text Ordinance: https://docs.vcrma.org/images/pdf/planning/ordinances/SOAR_Measure_C_2050.pdf



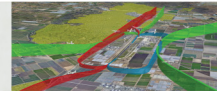
Legend

- Railroad
 - Roads
 - Runway Centerline
 - 2027 CNEL Noise Contours
 - Airport Property Line
 - Jurisdictional Boundaries
 - Parcels
 - Vacant Commercial Zoned Parcels within 65 CNEL Contour
 - Vacant Industrial Zoned Parcels within 65 CNEL Contour
- CNEL - Community Noise Equivalent Level

Source:
City of Camarillo Zoning Map
Coffman Associates Analysis
ESRI Basemap Imagery, 2022



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As indicated in **Table 4C**, the zoning and general plan designations for each parcel under consideration are consistent.

Access to Ventura Freeway (US-101) near the airport offers significant development potential for commercial uses requiring accessibility and visibility. The Airport North Specific Plan defines Commercial areas to accommodate larger shopping facilities, specifically promotional retail uses, and regionally oriented uses, which could include hotels, offices, and restaurants. The Research and Development land use designation within the Airport North Specific Plan is intended to promote quality development with light industrial, research, precision machinery, and manufacturing operations.

TABLE 4D Summary of Zoning Provisions for Noise-Sensitive Land Uses – City of Camarillo		
Zoning Land Use Designation	Noise-Sensitive Uses	Area Within 2027 65-70 CNEL Noise Contour (acres)
L-M: Limited Manufacturing	None	7.05
CPD: Commercial Planned Development	Churches ¹ Emergency shelters and transitional housing ² Hospitals and sanitariums, excluding mental ¹ Rest, convalescent, senior care, or nursing homes ² Schools ¹ Theaters (indoor) ¹ Theaters (outdoor) ²	3.00
M-2: General Manufacturing	Emergency shelters and transitional housing ²	1.19
¹ Planned development permit required		
² Conditional use permit required		

Source: Title 19 – Zoning, City of Camarillo Code of Ordinances

The Industrial land use designation, which includes vacant parcels not included in the Airport North Specific Plan, is intended to accommodate manufacturing, research and development, and agriculture-oriented business operations within the city.

Based on the growth risk considerations discussed above, there is no potential growth risk within the 2027 CNEL noise contours.

SUMMARY

Based on the previously discussed federal thresholds, there are no noise impacts to residential dwelling units for the 2022 and 2027 noise scenarios, and the growth risk potential for development of residential land uses on vacant land within the 65 CNEL is negligible based on current zoning and general plan designations.

Within the 65-70 CNEL contours in both the 2022 condition and the 2027 condition, there is one noise-sensitive land use. Additionally, there is potential for development of other noise-sensitive land uses on 3.00 vacant acres, subject to planned development or conditional use permitting approval.

There are no impacts above 70 CNEL in either the 2022 condition or the 2027 condition, as those contours remain on airport property.



As discussed in Chapter Three – Aviation Noise, the Ventura County Department of Airports recognizes that some community members are disturbed by noise outside of the FAA guidelines for noise contours. The noise exposure contour information, along with the supplemental noise contours included in **Appendix D**, will be used as a starting point for the Land Use Alternatives and Noise Abatement Alternatives discussions included in the airport’s Part 150 Noise Compatibility Program.