

Hartsfield-Jackson Atlanta International Airport Airport Noise Compatibility/Mitigation Program

H-JAIA Noise Compatibility/Mitigation Program - History

The City of Atlanta/Department of Aviation (DOA) and the Federal Aviation Administration (FAA) have evaluated aircraft noise in the Airport vicinity for more than 30 years. The FAA approved the DOA's first Noise Compatibility Program (NCP) in 1984. Since then, the DOA has maintained a comprehensive noise mitigation program that has consisted of both property acquisition and sound insulation for homes and other noise-sensitive sites.

The Department utilizes a Noise and Operations Monitoring System (NOMS) as part of its overall noise program. Due to the efforts of DOA's Noise Mitigation Program and because NOMS staff emphasize education to those calling with noise complaints, the annual number of complaints has steadily declined.

The DOA continues to implement an Airport Noise Mitigation Program (ANMP) in jurisdictions proximate to the Hartsfield-Jackson Atlanta International Airport to enhance land use compatibility with aircraft noise. The policies describing how the DOA implements the ANMP are contained in the DOA's Noise Compatibility Program (NCP). FAA approved the DOA's NCP on January 24, 2008.

The City of Atlanta and City of College Park entered into a consent order (Civil Action No. 1:08-CV-1464) dated May 25, 2010 in United States District Court to settle a number of matters. One of the consent order terms pertains to ANMP-related land acquisition within the city limits of College Park. To comply with this consent order term, the DOA has submitted an NCP amendment to the FAA. The amendment (language contained below) is to be inserted in the NCP after Section 6.9:

Section 6.10 Compliance with Federal Consent Order

The City of Atlanta and City of College Park entered into a United States District Court consent order dated May 25, 2010. The consent order prohibits Atlanta from certain land acquisition activities within the College Park city limits.

Other than the Clubhouse Apartments, located at 3800 Herschel Road, no apartment complexes located within the city limits of the City of College Park may be acquired without the consent of the City of College Park. For purposes of this prohibition, an apartment complex shall mean any building with four or more residential units.

H-JAIA Noise Compatibility/Mitigation Program – General Information

Since the FAA's approval of the DOA's first Noise Compatibility Program (NCP) in 1984 the Airport has and will continue to evaluate aircraft noise as it grows.

The Airport is currently engaged in an on-going Noise Insulation Program (NIP) administered through the DOA's Planning and Environmental division. Properties such as schools; daycare; community, healthcare or retirement centers; churches; fire stations along with single and multi-family properties located in the cities of Atlanta; College Park; East Point; Forest Park and

Hapeville as well as Fulton and Clayton counties may be eligible for acoustical treatment under the current NIP.

H-JAIA Noise Compatibility/Mitigation Program – Current Noise Insulation Program Overview



The City of Atlanta/Department of Aviation, owners and operators of Hartsfield-Jackson Atlanta International Airport is engaged in an on-going Noise Insulation Program (NIP). The NIP is a voluntary program for eligible properties approved and funded by the Federal Aviation Administration (FAA), in conjunction with Airport contributions, to make noise-sensitive properties located in close proximity to airport boundaries compatible with aircraft noise. By providing a varying array of acoustical treatments to an eligible property, interior noise levels can be greatly reduced, improving the quality of life for all occupants. The NIP will provide these treatments at no cost to the property owner subject to the property's eligibility and the regulations and guidelines set forth by the FAA.

What Properties Are Eligible to Participate in the NIP?

To be potentially eligible, properties must meet several criteria:

- (1) they must be located within the current FAA-approved (existing or forecast yearly day-night average (DNL) sixty-five (65) decibel (dB)) noise contour
- (2) they must have an interior noise levels of 45 dB or higher
- (3) they must be an eligible structure/property type
- (4) they have not been treated in a previous Noise Compatibility/Noise Mitigation or Noise Insulation Program
- (5) constructed prior to April 10, 1985

The current NIP is based on treating those eligible properties identified under the [2007 Noise Exposure Map](#) as part of its work. This NEM was developed using aircraft operations data to include aircraft flight paths, aircraft types, number of aircraft operations, times of operations, and runway assignments.

Properties contained within the NEM boundaries are located within the cities of Atlanta, College Park, East Point, Forest Park, Hapeville, and Fulton and Clayton counties. Structures or property types that are potentially eligible for participation in the NIP include single family or multi-family properties; schools; daycare; community, healthcare or retirement centers; churches and fire stations.

What Are the NIP Noise Reduction Goals?

Noise enters a building by the infiltration of air around and through doors, windows, roof penetrations, and any opening connecting the interior living space of a building with the exterior. The goal of the NIP is to reduce the infiltration of the exterior noise into the interior living space by a minimum of five (5) decibels.

What Types of Modifications Are Typically Provided to Eligible Noise Insulation Program Properties?

Given differences in property types, architectural design elements, and pre-existing conditions, the NIP modifications will be property-specific. Modifications may include some of the following treatments:

- Window replacement in inhabitable rooms
- Prime entry door replacement
- Sliding glass door replacement
- Addition of new exhaust ventilation fan
- Air conditioning modifications
- Asbestos & lead paint abatement

How is the Noise Insulation Program Implemented?

The NIP program is implemented through a series of steps designed to move a property from eligibility verification through construction. These steps include:

- **Property Owner Orientation:** Review of the NIP information; property owner handbook and responsibilities; acoustic modifications and legal documents
- **Property Inspection Survey:** A survey to assess the property and identify any pre-existing deficiencies (minor or severe) which may have potential to impact the NIP modifications. Issues may include, but not be limited to, structural; moisture; code; ventilation; environmental; health and safety or obstruction/access.
 - All responsibility, liability and cost of correction for deficiencies will be the property owner's responsibility.
 - Participation in the NIP will be temporarily suspended until the Property Owner undertakes corrective work. Corrective actions to address severe deficiencies that will negatively impact the NIP modifications must be inspected and approved by the NIP before the property can continue in the program.
- **Property Eligibility Testing:** Testing to determine if the property meets the exterior and interior noise level thresholds established for program eligibility
- **Design Survey:** Information will be collected to determine the composition of the acoustical design
- **Environmental Testing:** Testing to reveal the presence of asbestos and/or lead-based paint
- **Design Development and Review:** Design package developed for each property and reviewed with the Property Owner in order to determine the product styles and colors.
- **Execution of Property Owner Contract and Avigation Easement:** Property Owner agrees and executes the contract to allow the property to proceed to bid/construction. Property Owner also grants an Avigation Easement as a condition of the NIP work proceeding.
- **Construction Bid and Award Process:** Bid and award of the NIP construction work
- **Product Procurement and Construction:** Procurement of materials required to perform the contracted work and the duration required to execute the required work

The timing of each step of the process will vary based on the nature of the property. All phases of the process are dependent upon the receipt of necessary funding from the FAA and subject to the FAA's regulations and guidelines.