

APPENDIX H

IMPLEMENTATION ALTERNATIVES

Program management measures (PMM) are designed to provide administrative and management actions to enhance the Kansas City Airport Department's (KCAD's) ability to respond to the public's concerns about aircraft noise and overflights, as well as to work closely with land use management agencies to maintain compatibility between the airport and development in the airport environs.

H.1 STATUS OF 1994 PROGRAM MANAGEMENT MEASURES

Three Program Management Measures (PMM) were included in the 1994 14 CFR Part 150 Study, and are listed below in **Table H-1**. Two of these measures are replaced by refinements established by this 14 CFR Part 150 Update Study, but are included for continuity in numbering. Measure PMM-1 is recommended to be continued.

H.2 POTENTIAL IMPLEMENTATION ALTERNATIVES

The following section outlines and updates the previous measures that were assessed for inclusion in the Noise Compatibility Program for this Part 150 Update Study. Six new implementation alternatives were identified and evaluated in this 2008 14 CFR Part 150 Study, of which five alternatives propose revisions to the approved 1994 NCP. One proposes that KCAD develop an environmental information page for addition to the airport's website to provide the public with on-line access to information about airport operations, current noise abatement and mitigation programs and other environmental issues, as appropriate.

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**Table H-1
1994 14 CFR PART 150 STUDY IMPLEMENTATION MEASURES AND
PROPOSED FAR 2008 PART 150 STUDY IMPLEMENTATION ACTIONS
Kansas City International Airport**

1994 14 CFR Part 150 Study Implementation Measures			Recommended 2008 14 CFR Part 150 Study Implementation Measures	
<u>Measure</u>	<u>Description</u>	<u>Implementation Status</u>	<u>2008 Proposed Action</u>	<u>Proposed Schedule and Estimated Cost</u>
PMM-1	Maintain system for receiving and responding to noise complaints (Kansas City Aviation Department).	Continue	No FAA Action Required	Continue
PMM-2	Review of Noise Compatibility Plan Implementation (Kansas City Aviation Department).	Partially implemented	Replace with measures PMM-4 and PMM-5 and PMM-6	No Action
PMM-3	Update Noise Exposure Maps and Noise Compatibility Program (Kansas City Aviation Department).	Underway	Replace with measures PMM-7 and PMM-8	No Action
PMM-4	New - Designate airport staff position as liaison contact for noise and land use coordination with planning agencies (Kansas City Aviation Department).	New action	No FAA Action Required	If assigned to current staff, no additional cost is anticipated and the action may be implemented immediately; if to a new staff position, approximately \$100,000 annually for salary, benefits and expenses. Action may be implemented at any time budget is available or upon approval of ROA.*
PMM-5	New - Designate planning staff position as liaison contact for noise and land use coordination with Airport (Kansas City Planning Department, Platte County Planning, Platte City Planning).	New action	No FAA Action Required	If assigned to existing staff, no additional cost is anticipated. Action may be implemented upon approval and adoption of land use actions by Kansas City, Platte County, and Platte City.
PMM-6	New - Implement review process for development proposals within the land use compatibility zones approved within any jurisdiction (Kansas City Aviation Department, Kansas City Planning Department, Platte County Planning, Platte city Planning).	New action	No FAA Action Required	No cost anticipated. Action may be implemented upon approval and adoption of land use actions by Kansas City, Platte County, and/or Platte City.

**Table H-1, Continued
1994 14 CFR PART 150 STUDY IMPLEMENTATION MEASURES AND
PROPOSED FAR 2008 PART 150 STUDY IMPLEMENTATION ACTIONS
Kansas City International Airport**

1994 14 CFR Part 150 Study Implementation Measures			Recommended 2008 14 CFR Part 150 Study Implementation Measures	
<u>Measure</u>	<u>Description</u>	<u>Implementation Status</u>	<u>2008 Proposed Action</u>	<u>Proposed Schedule and Estimated Cost</u>
PMM-7	New - Initiate an update of the Noise Exposure Maps every five years or when equivalent (daytime + ten times nighttime) operations grow more than 17 percent above 2006 levels (Kansas City Aviation Department).	New action	FAA review and approval of scope of work and study product is required.	First update projected for 2013, costing approximately \$200,000, dependent upon the availability of FAA AIP or PFC funding.*
PMM-8	New - Initiate an update of the Noise Compatibility Program every ten years or when/if equivalent (daytime + ten times nighttime) operations in any single year exceed that year's forecasts by more than 40 percent (Kansas City Aviation Department)	New action	FAA review and approval of scope of work and study product is required.	First update projected for 2016, costing approximately \$600,000, dependent upon the availability of FAA AIP or PFC funding.*
PMM-9	New - Establish an environmental information page on the airport web site.	New action	No FAA action required	Site design and start-up cost estimated at \$20,000, plus approximately \$4,000 per year to provide periodic updating of information by Airport Media Relations staff. Initiation may occur at any time. Interactive website of one homepage, 6 parent pages, and 20 child pages containing PDF documents for download. One interactive Flash based map with integrated Hyper Text Markup Language (HTML) support for non-flash based browsers. One interactive Flash based timeline with integrated HTML support for non-flashed based browsers.

* FAA ROA = Federal Aviation Administration Record of Approval
 FAA AIP = Federal Aviation Administration Airport Improvement Program
 PFC = Passenger Facility Charge
 Source: Landrum & Brown, 2008

Measure: PMM-1

Exhibit: N/A

Description: Maintain system for receiving and responding to noise complaints (Kansas City Aviation Department).

Relationship to 1994 NCP: Measure PMM-1 was approved in the 1994 NCP.

2008 NCP Action: Measure PMM-1 is recommended for continuation.

Background and Intent: The success of the Noise Compatibility Program requires a continuing effort to monitor compliance and identify new or unanticipated conditions. The airport has a well organized system of recording and responding to noise complaints. It is important for the airport management to acknowledge and respond to complaints, even if it is not possible to take remedial action.

Status: Currently in use.

Land Use Compatibility Improvement: N/A

Responsible Implementing Parties: Kansas City Aviation Department

Implementation Steps, Costs, and Schedule:

Steps: N/A

Costs: N/A

Schedule: N/A

Effects on Other Programs/Measures: None

Measure: PMM-2

Exhibit: N/A

Description: Review of Noise Compatibility Plan Implementation (Kansas City Aviation Department).

Relationship to 1994 NCP: Measure PMM-2 was initially approved in the 1994 NCP, but never fully implemented. It is recommended that the measure be replaced by three new measures (PMM-4, PMM-5, and PMM-6). The measure is included for continuity of the numbering system.

2008 NCP Action: Measure PMM-2 is included for continuity of numbering. No further FAA action is required.

Background and Intent: Previously approved Measure PMM-2 from the 1994 NCP recommended ongoing and frequent consultations between the Kansas City Aviation Department and the surrounding land use jurisdictions to assure the review of development proposals for their compatibility with aviation operations and noise effects.

Status: The measure was only partially implemented, with occasional reviews of development proposals when new development was proposed in the airport environs. Not all developments were reviewed, leading to the development of potential incompatible development in areas under the approaches, particularly outside the City of Kansas City. The measure is superseded by subsequent measures in this Part 150 Update of the NCP.

Land Use Compatibility Improvement: N/A

Responsible Implementing Parties: N/A

Implementation Steps, Costs, and Schedule:

Steps: N/A

Costs: N/A

Schedule: N/A

Effects on Other Programs/Measures: Replaced by Measures PMM-4, PMM-5, and PMM-6 of this Part 150 Study Update NCP.

Measure: PMM-3

Exhibit: N/A

Description: Update Noise Exposure Maps and Noise Compatibility Program (Kansas City Aviation Department).

Relationship to 1994 NCP: Measure PMM-3 was approved in the 1994 NCP.

2008 NCP Action: Measure PMM-3 is replaced by Measures PMM-7 and PMM-8. The measure is included for continuity of the numbering system.

Background and Intent: Previously approved Measure PMM-3 from the 1994 NCP recommended updating annual noise contours to monitor shifts in noise impacts over time. The 2008 Part 150 Study Update is the first update of those contours and the associated NCP. Measure PMM-3 is recommended for replacement by subsequent measures PMM-7 and PMM-8 which provide greater clarity as to time and operational thresholds for updating the Noise Exposure Maps and NCP.

Status: PMM-3 is nearing completion with this Part 150 Study Update.

Land Use Compatibility Improvement: N/A

Responsible Implementing Parties: Kansas City Aviation Department

Implementation Steps, Costs, and Schedule:

Steps: N/A

Costs: N/A for future costs.

Schedule: N/A

Effects on Other Programs/Measures: The replacement of this measure is not expected to have any effect on other programs or measures.

Measure: PMM-4

Exhibit: N/A

Description: Designate airport staff position as liaison contact for noise and land use coordination with planning agencies (Kansas City Aviation Department).

Relationship to 1994 NCP: The concept of Measure PMM-4 was initially approved as Measure PMM-2 in the 1994 NCP, but has never been fully implemented. The implementation of this measure replaces the previous measure upon adoption of the 2008 NCP

2008 NCP Action: Measure PMM-4 is new.

Background and Intent: Previously approved Measure PMM-2 generally recommended a development review function among all participants for implementation of the recommendations of the NCP. This measure provides for the appointment of a specific staff member or position designated by the Kansas City Aviation Department management to be responsible for maintaining a liaison relationship with similarly appointed members of the staffs of the three participating land use planning departments to review proposals for development of noise-sensitive uses within the area addressed by the recommended and adopted Land Use Management Measures. This measure has been implemented in part, but should be extended to include liaison relationships with the City of Kansas City, Platte County, and Platte City. While Parkville is not addressed as part of the NCP land use measures, a relationship with the planning department of Parkville should also be established to assure coordination of review in the future, should Parkville annex any of the unincorporated area of Platte County south and west of the airport.

Status: N/A

Land Use Compatibility Improvement: The measure will contribute to a general review of land use compatibility with the airport environs.

Responsible Implementing Parties: Kansas City Aviation Department

Implementation Steps, Costs, and Schedule:

Steps: N/A

Costs: It is assumed that the responsibility will be assumed by an existing staff person employed by the Kansas City Aviation Department and all cost will be borne by the department. If new staff is retained, cost is estimated at \$100,000 annually. The cost is not eligible for Airport Improvement Program funding.

Schedule: The measure may be implemented at any time prior to or with the adoption of the NCP.

Effects on Other Programs/Measures: N/A

Measure: PMM-5

Exhibit: N/A

Description: Designate planning staff position as liaison contact for noise and land use coordination with Airport (Kansas City Planning Department, Platte County Planning, and Platte City Planning).

Relationship to 1994 NCP: There is no relationship to the 1994 NCP.

2008 NCP Action: The concept of Measure PMM-5 was initially approved as Measure PMM-2 in the 1994 NCP, but has never been fully implemented. The implementation of this measure replaces the previous measure upon adoption of the NCP.

Background and Intent: Previously approved Measure PMM-2 generally recommended a development review function among all participants for implementation of the recommendations of the NCP. This measure provides for the appointment of a specific staff member or role designated by the Kansas City Planning Department, Platte County planning, and Platte City planning, management to be responsible for maintaining proposals for development of noise-sensitive uses within the area addressed by the recommended and adopted Land Use Management Measures under or adjacent to their jurisdiction. This measure has been implemented in part within the City of Kansas City, but should be extended to include liaisons within Platte County and Platte City.

Status: N/A

Land Use Compatibility Improvement: The measure will contribute to a general review of land use compatibility within the airport environs in the jurisdiction of each body.

Responsible Implementing Parties: Kansas City Planning Department, Platte County Planning and Platte City Planning.

Implementation Steps, Costs, and Schedule:

Steps: N/A

Costs: It is assumed that the responsibility will be assumed by an existing staff person employed by each entity and any cost of coordination will be borne by that entity. The cost is not eligible for Airport Improvement Program funding.

Schedule: The measure may be implemented at any time prior to or with the adoption of the NCP.

Effects on Other Programs/Measures: N/A

Measure: PMM-6

Exhibit: N/A

Description: Implement review process for development proposals within the land use compatibility zones approved within any jurisdiction (Kansas City Aviation Department, Kansas City Planning Department, Platte County Planning, and Platte City Planning).

Relationship to 1994 NCP: Measure PMM-2 was initially approved in the 1994 NCP. Its concept has been revised and expanded as Measure PMM-6.

2008 NCP Action: *Alternative PMM-6 is a new measure.*

Background and Intent: Previously approved Measure PMM-2 from the 1994 NCP recommended ongoing and frequent consultations between the Kansas City Aviation Department and the surrounding land use jurisdictions to assure the review of development proposals for their compatibility with aviation operations and noise effects. As a part of the 2008 Part 150 process, a series of meetings have been held with Platte County, Platte City, and Parkville to gather input and maintain dialogue among the jurisdictions.

Status: N/A

Land Use Compatibility Improvement: The implementation of the recommendation will result in coordinated consideration of the compatibility-related effects of the development of any noise-sensitive uses within the airport environment during the project review processes undertaken by the planning agencies prior to approval of zoning or platting actions.

Responsible Implementing Parties: Kansas City Aviation Department, Kansas City Planning Department, Platte County planning, and Platte City Planning.

Implementation Steps, Costs, and Schedule:

Steps: Those individuals filling the liaison functions described in PMM-4 and PMM-6 should facilitate an ongoing dialogue among Platte County, Platte City, Parkville, Kansas City Aviation Department, and Kansas City Development Department. From the dialogue should come a framework and a process for reviewing development proposals within the land use compatibility zones, as well as a process for communication among the affected parties.

Costs: Anticipated costs of this measure are incorporated into Measures PMM-4 and PMM-5, which establish staff roles to be responsible for the coordination provided by PMM-6.

Schedule: The review process will require the designation of Planning Department staff and Aviation Department staff and creation of framework and process. For planning purposes, it is assumed that these activities could be completed in 2008-09.

Effects on Other Programs/Measures: N/A

Measure: PMM-7

Exhibit: N/A

Description: Initiate an update of the Noise Exposure Maps every five years or when equivalent (daytime + ten times nighttime) operations grow more than 17 percent above 2006 levels) (Kansas City Aviation Department).

Relationship to 1994 NCP: Measure PMM-7 refines and revises Measure PMM-3, which was adopted as part of the 1994 NCP.

2008 NCP Action: *Alternative PMM-7 is a new measure.*

Background and Intent: This alternative proposes that the Kansas City Aviation Department (KCAD) monitor the number of operations that occur during the daytime (07:00 a.m. through 9:59 p.m.) and nighttime (10:00 p.m. through 6:59 a.m.) each year. The information may be obtained with the assistance of the Kansas City International Airport Air Traffic Control Tower management through its records of operations per hour. After the day and night data has been compiled, the equivalent number of operations may be computed by adding the number of daytime operations to ten times the number of nighttime operations. If the resulting sum exceeds 440,500 at any time through the year 2012, the KCAD should undertake to revise the Noise Exposure Maps (NEMs) to reflect current traffic levels. If the resulting sum has not exceeded 440,500, the NEMs should be updated in 2013. Subsequently, should the number of annual equivalent operations exceed the number of equivalent operations represented by the then-current NEM for existing conditions by 17 percent or more, the contours should again be updated to reflect the most current noise exposure patterns. The growth of 17 percent of equivalent operations represents an increase of approximately 0.7 DNL at any location within the airport environs. As a matter of reference, it should be noted that the equivalent number of operations forecast by the 2008 Master Plan update for the year 2013 is 457,000, an increase of 21 percent over 2006 levels.

Status: N/A

Land Use Compatibility Improvement: The measure is intended to assist in the monitoring of changes in compatibility occasioned by increases (or decreases) of airport noise exposure levels associated with increasing operations.

Responsible Implementing Parties: Kansas City Aviation Department

Implementation Steps, Costs, and Schedule:

Steps: The KCAD and the City Council would adopt the 2008 14 CFR Part 150 Noise Compatibility Program and submit it to the FAA for review and issuance of a Record of Approval. The KCAD would then monitor annual activity levels for daytime and nighttime hours, compute the equivalent operations totals, and compare the annual results for the preceding year against the 2006 total operations level of 376,500. If the annual equivalent operations total reaches or exceeds 440,500 prior to the year 2013, the KCAD should apply for an FAA grant under the Airport Improvement Program to fund an update of the NEMs for that year and five years into the future. If the level of 440,500 equivalent operations has not been reached by the beginning of the year 2013, the process should be initiated in that year. The effort will include a reevaluation of the Master Plan forecasts to evaluate their acceptability for noise projection purposes for the future condition.

Measure: PMM-7, Continued

Exhibit: N/A

Implementation Steps, Costs, and Schedule, Continued:

Costs: The cost for this alternative is expected to be approximately \$200,000 for the reevaluation of forecasts and preparation of updated noise contours for a new set of NEMs. Costs include taking the NEMs through the FAA review process.

Schedule: This alternative may be implemented upon receipt of the FAA's Record of Approval. The implementation of this alternative also would be subject to the availability of funding from the FAA Airport Improvement program (AIP) or from Passenger Facility Charges (PFC).

Effects on Other Programs/Measures: Modifications of noise contours in the future may result in the inclusion of additional properties within the programs of acquisition provided by LUMM-17 and LUMM-18.

Measure: PMM-8

Exhibit: N/A

Description: Initiate an update of the Noise Compatibility Program every ten years or when/if equivalent (daytime + ten times nighttime) operations in any single year exceed that year's forecasts by more than 40 percent (Kansas City Aviation Department).

Relationship to 1994 NCP: Measure PMM-8 refines and revises Measure PMM-3, which was adopted as part of the 1994 NCP.

2008 NCP Action: *Alternative PMM-8 is a new alternative.*

Background and Intent: The alternative proposes that the Kansas City Aviation Department (KCAD) monitor the number of operations that occur during the daytime (7:00 a.m. through 9:59 p.m.) and nighttime (10:00 p.m. through 6:59 a.m.) each year. The information may be obtained with the assistance of the Kansas City International Airport Air Traffic Control Tower management through its records of operations per hour. After the day and night data has been compiled, the equivalent number of operations may be computed by adding the number of daytime operations to ten times the number of nighttime operations. If the resulting sum exceeds the forecast number of operations for any future year by more than 40 percent, the KCAD should undertake to revise the NCP to reflect current traffic levels and potentially changing patterns of noise exposure. If the resulting sum has not exceeded 440,500, the NEMs should be updated in 2013. The growth of 40 percent of equivalent operations represents an increase of approximately 1.5 DNL at any location within the airport environs.

Status: N/A

Land Use Compatibility Improvement: The measure is intended to assist in the monitoring of changes in compatibility occasioned by increases (or decreases) of airport noise exposure levels associated with increasing operations.

Responsible Implementing Parties: Kansas City Aviation Department

Implementation Steps, Costs, and Schedule:

Steps: The KCAD and City Council would adopt the 2008 14 CFR Part 150 Noise Compatibility Program and submit it to the FAA for review and issuance of a Record of Approval. The KCAD would then monitor annual activity levels for daytime and nighttime hours, compute the equivalent operations totals, and compare the annual results for the preceding year against the forecast total operations level of each future year. If the annual equivalent operations total reaches or exceeds 40 percent more than the forecast level for any single year prior to the year 2018, the KCAD should apply for an FAA grant under the Airport Improvement Program (AIP) to fund an update of the Noise Compatibility Program. If the level of equivalent operations has not exceeded the forecast level of equivalent operations for a single year by 40 percent prior to the year 2018, the process should be initiated to revisit the Noise Compatibility program beginning in that year. The effort will include a reevaluation of the Master Plan or any subsequent forecast of activity to evaluate their acceptability for noise projection purpose for the future condition.

Measure: PMM-8, *Continued*

Exhibit: N/A

Implementation Steps, Costs, and Schedule, *Continued*:

Costs: The cost for this alternative is expected to be approximately \$600,000 for the reevaluation of forecasts, noise contours, and continued applicability of the adopted NCP measures for noise mitigation and land use management, as well as a full public involvement program and review of the planning effort and preparation of updated noise contours for a new set of Noise Exposure Maps. Costs include taking the NCP through the FAA review process.

Schedule: This alternative may be implemented upon receipt of the FAA's Record of Approval. The implementation of this alternative also would be subject to the availability of funding from the FAA Airport Improvement Program (AIP) or from Passenger Facility from Charges.

Effects on Other Programs/Measures: Modifications of NCP in the future may result in the inclusion of additional properties within the programs of acquisition provided by LUMM-17 and LUMM-18, as well as the addition or subtraction of measures from the 2008 NCP.

Alternative: PMM-9

Exhibit: N/A

Description: Establish an environmental information page on the airport web site.

Relationship to 1994 NCP: There is no relationship to the 1994 NCP.

2008 NCP Action: *Alternative PMM-9 is a new alternative.*

Background and Intent: This measure proposes that the Kansas City Aviation Department (KCAD) develop and maintain a comprehensive public information website to provide the public with on-line access to current airport environmental information, and noise abatement and land use mitigation programs. The provision of such a link from the airport's home page will provide public notice of anticipated changes in operational characteristics (e.g., runway closures or maintenance, information about new users, modifications in flight tracks or runway use, etc.) that might be introduced in the future. Further, the site may be used to provide information about other environmental initiatives, such as any Environmental Impact Statement (EIS) or Environmental Assessment (EA) information for new development on the airport, the publication of Noise Exposure Maps from this or future updates to this Part 150 Study, and announcements of public involvement opportunities that may occur in the future.

If appropriate, the site may be expanded through the years to provide additional opportunities for interactive communications with users and neighbors in seeking to provide full disclosure of noise conditions to any who are interested in developing within the vicinity of the airport.

Status: N/A

Land Use Compatibility Improvement: Contributes to better availability of information about noise levels and potential areas of conflict between noise-sensitive uses and aircraft noise.

Responsible Implementing Parties: Kansas City Aviation Department

Implementation Steps, Costs, and Schedule:

Steps: The KCAD would adopt the 2008 14 CFR Part 150 and the FAA would issue a Record of Approval. The KCAD could then develop a community outreach for environmental information on its current web site.

Costs: Site design and start-up cost estimated at \$20,000, plus approximately \$2,000 per year to provide periodic updating of information by Airport Media Relations staff. Initiation may occur at any time.

Schedule: This alternative may be implemented at any time convenient to the airport.

Effects on Other Programs/Measures: N/A

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