

Aircraft Noise Modeling

- **EA Noise Analysis**

- Required as part of the runway extension Environmental Assessment

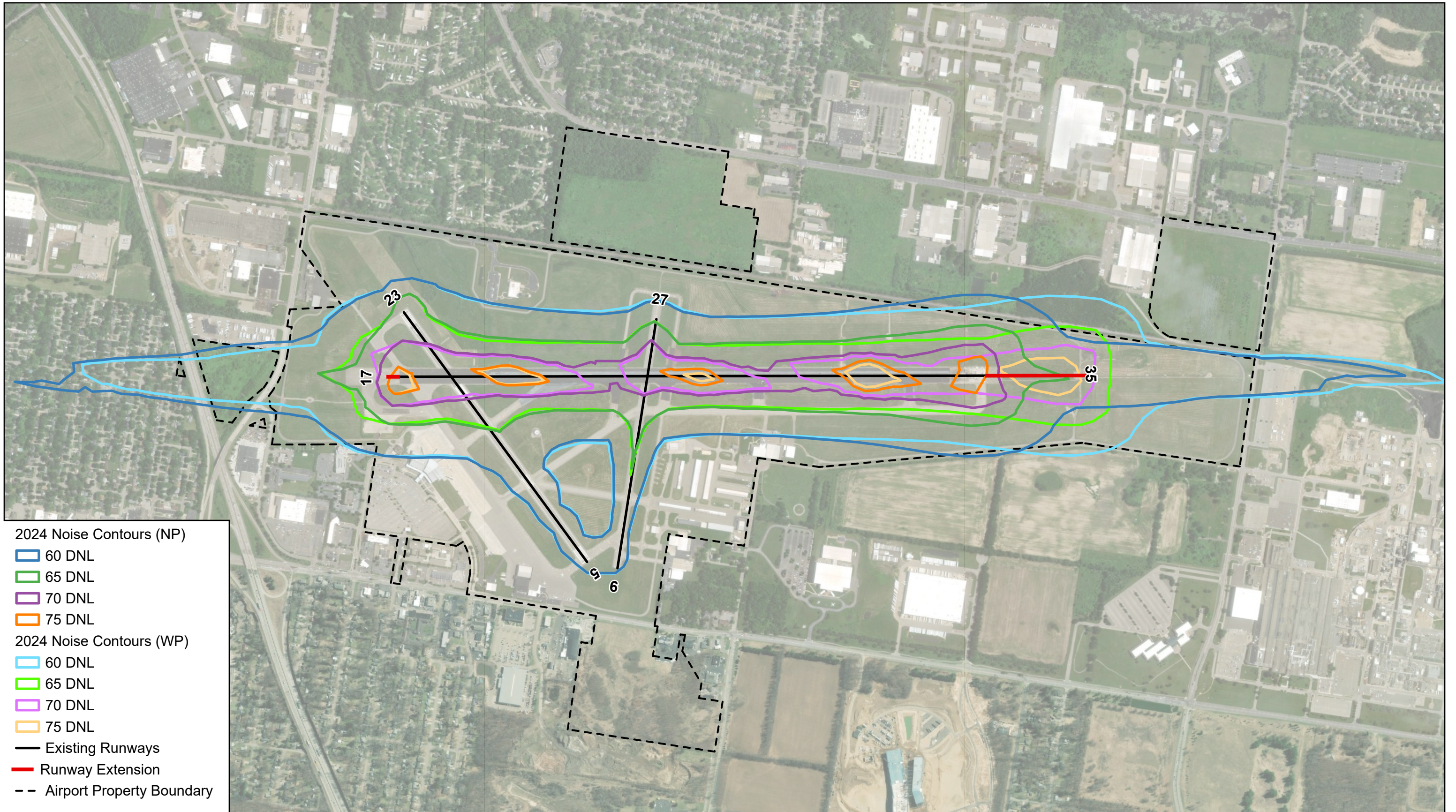
- **EA Noise Methodology**

- Noise modeling with and without the runway extension for comparison of impacts
- Noise contours were generated and compared to existing and future conditions
- Existing noise curfew in place
- FAA noise compatibility guidelines will be reviewed to determine noise and land use compatibility impacts
- Modeling was based on FAA approved forecasts of operations

EA Noise Modeling Results

- **EA Noise Analysis with Runway Extension**
 - Existing noise levels improve with the construction of the Preferred Alternative
 - 65 DNL remains entirely on airport property
 - Take-off operations occur further to the south due to additional runway length available
 - Aircraft are at higher elevations over the Milwood Neighborhood

Noise impacts are not expected with the implementation of the Preferred Alternative.

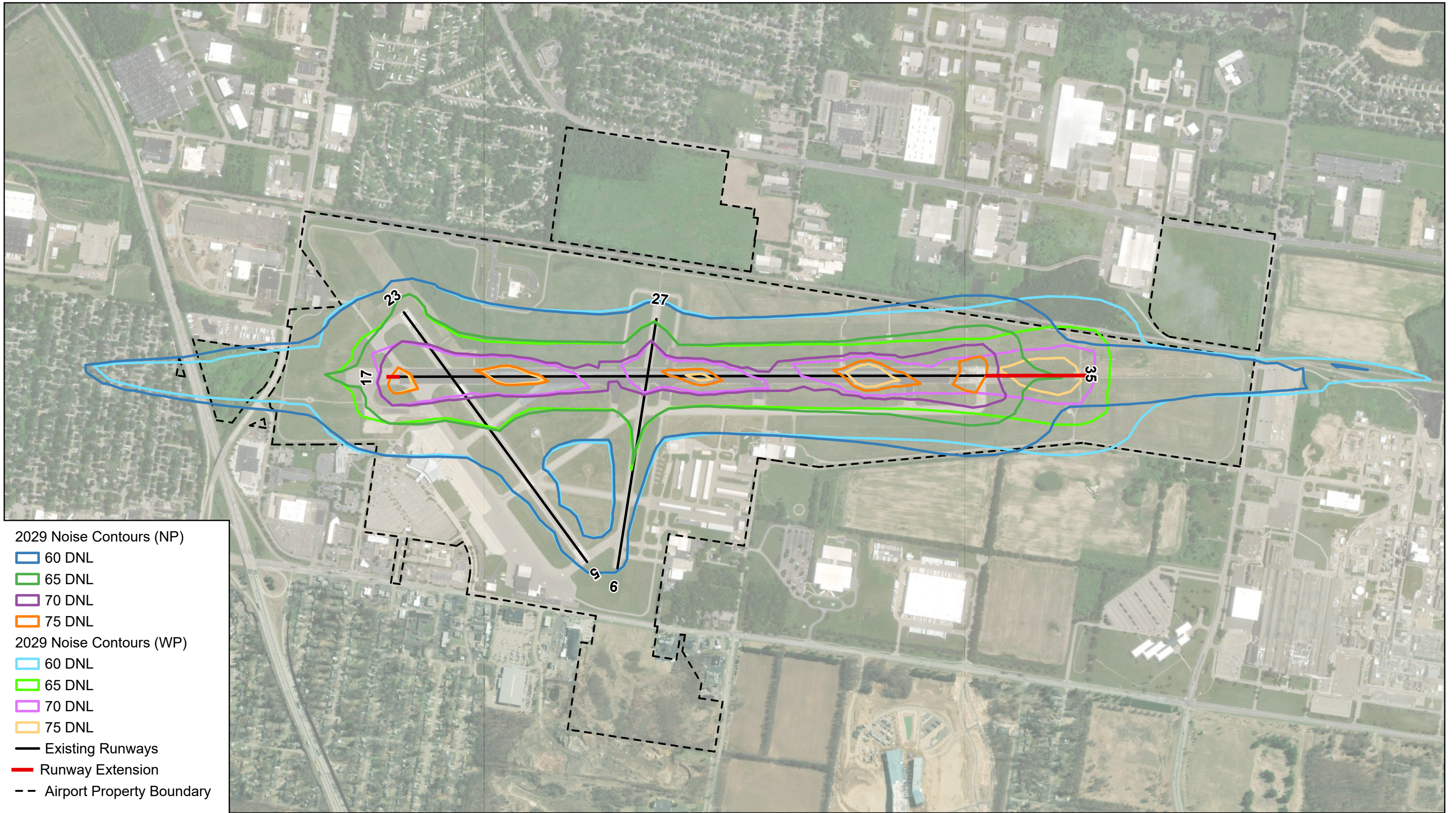


No Project (NP) / With Project (WP)



Kalamazoo-Battle Creek International Airport

2024 EA Noise Contours - Comparison



- 2029 Noise Contours (NP)
- 60 DNL
- 65 DNL
- 70 DNL
- 75 DNL
- 2029 Noise Contours (WP)
- 60 DNL
- 65 DNL
- 70 DNL
- 75 DNL
- Existing Runways
- Runway Extension
- Airport Property Boundary

No Project (NP) / With Project (WP)



Kalamazoo-Battle Creek International Airport
2029 EA Noise Contours - Comparison