

RENO/TAHOE INTERNATIONAL AIRPORT



NOISE COMPATIBILITY RESPONSIBILITIES

Multiple organizations and groups are responsible for mitigating the effects of aircraft noise exposure in the vicinity of an airport. The following serves as a guide to highlight the various individual responsibilities for noise exposure mitigation around Reno/Tahoe International Airport.

Federal Government

The Federal Government, primarily through the Federal Aviation Administration (FAA), has the authority and responsibility to control aircraft noise sources through the following methods:

- **Implement and Enforce Aircraft Operational Procedures** - These include pilot responsibilities, compliance with Air Traffic Control instructions, flight restrictions, and careless and reckless operation of aircraft. Where and how aircraft are operated is under the complete jurisdiction of the FAA.
- **Manage the Air Traffic Control System** - The FAA is responsible for the control of navigable airspace and reviews any proposed alterations in flight procedures for noise abatement on the basis of safety of flight operations, safety and efficient use of navigable airspace, management and control of the national airspace and air traffic control systems, effects on security and national defense, and compliance with applicable laws and regulations.
- **Certification of Aircraft** - The FAA has required the reduction of aircraft noise through certification, modification of engines, or aircraft replacement as defined in F.A.R. Part 36.
FAA noise reduction regulations do not apply to military aircraft or aircraft below 75,000 pounds.
- **Pilot Licensing** - Individuals licensed as pilots are trained under strict guidelines concentrating on safe and courteous aircraft operating procedures, many of which are designed to lessen the effects of aircraft noise.
- **Noise Compatibility Studies** - Federal Aviation Regulation (F.A.R.) Part 150 establishes procedures and criteria for the evaluation of Noise Compatibility Studies.

State Government

The State of Nevada does not directly mandate or implement regulations or programs pertaining to aircraft noise or land use. The state does, however, render such power to local governments through enabling legislation. This legislation requires local governments which have established planning commissions, agencies or departments to prepare and adopt a long-range general plan, and regulate zoning, subdivision and land development, consistent with the plan.

Local Government (cities, towns, and counties)

Local governments have the authority to enforce land use regulations within their jurisdictions. These include:

- **Land Use Planning** - Local governments are permitted to prepare, adopt and implement comprehensive, long-range, generalized land use plans within their current jurisdictions and for unincorporated areas which are likely to be annexed.
- **Zoning Ordinance** - Local governments use the Zoning Ordinance to guide the uses of property, provide dimensional requirements for lots, building height and density.
- **Subdivision Regulations** - Local governments can use subdivision regulations to enhance noise-compatible land development by requiring developers to plat and develop land so as to minimize noise impacts or reduce the noise sensitivity of new development. The most common method is the dedication of a noise or aviation easement to the local government by the land subdivider as a condition of development approval.
- **Building Codes** - Local governments institute building codes to ensure safe and inhabitable building standards. Local building codes may require sound insulation in new residential, office, and institutional buildings when warranted by existing or potential high aircraft noise levels.

Airport Proprietor - Airport Authority of Washoe County

The airport proprietor is responsible for the safe and efficient operation of the airfield facility. This includes:

- Overall airport planning and the implementation of airport development actions.
- Installation of noise barriers and implementation of noise-reducing ground operating procedures.
- Provide community outreach.
- Recommend restrictions on airport use that do not unjustly discriminate against any user, impede the federal interest in safety and management of the air navigation system, or unreasonably interfere with interstate commerce.

The airport proprietor does not have the authority to install mandatory noise abatement procedures or direct air traffic.

All procedures including noise abatement, aircraft air operations, and curfews must be approved by the FAA and may require additional studies.

Aircraft Manufacturers

Aircraft manufacturers have the responsibility to incorporate the latest noise reduction technology in aircraft engine designs. In addition, manufacturers can include aircraft specific noise abatement techniques and settings in aircraft operation manuals.

Aviation Users

Aviation users have the responsibility to fly in a safe and responsible manner as per the "General Operating and Flight Rules" defined in F.A.R. Part 91.

Current and prospective residents

Current and prospective residents in areas surrounding airports should seek to understand the aircraft noise problem and what steps can and cannot be taken to minimize its effects. Prospective residents should research the location of nearby airports and determine if aircraft noise would affect their quality of life.