

# Aviation

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Aviation al Affiliation Noise Mitigation Strategies at Miami International Airport The Miami Aviation Department has been positive about the complaints being filed by the community and aircraft users about the noise made by their aircraft and are taking the best steps in handling the issue. They have set aside a noise management office that works in conjunction with other organizations in order to reduce noise at the Miami airport and all other airports under them. This because people in the neighbourhood surrounding the airport are constantly disturbed by frequently landing and taking off airlines (Arana, Martin, Nagore & Pérez, 2013).

At Miami airport, Jeff Bunting is in charge of airport noise mitigation operations and finds better ways of handling complaints filed by the neighbouring community. He has a great experience working with airports and he once helped New York come up with the best noise mitigation programs for helicopters. Noise management is never a one body role but also involves the federal government and also the Federal Aviation Administration (FAA) that determines the amount of airspace that a plane can cover to ensure safety. While trying to manage noise at their airports, there should be better plans on how the airport is designed including the flow of the runways. The place where land is acquired for constructing airports should also be well analysed in terms of the direction of flow of wind. This not only controls the landing and taking off of planes, but also minimizes the noise that reach community if well structured. Pilots and other stakeholders in airport operations should ensure that their planes have fitted noise management equipment from their manufacturers (Young & Wells, 2011).

The NPIAS is a body authorized by the FAA and its main purpose is to make <https://assignbuster.com/aviation/>

sure that public use airports are offering the best services by ensuring safety of its passengers. This body even checks for the safety of landing grounds for helicopters, including airports that are part of the NPIAS. Airports registered with NPIAS must meet some requirements including the fact that it should possess a minimum of ten aircraft within a period of five years and a potential sponsor who might take charge of the airport and develop it (Young & Wells, 2011).

On the other hand, the National Airport System Plan (NASP) has the responsibility of assessing the factors to be considered when improving airport facilities. The two organizations are closely linked because NPIAS evolved from NASP so their main purpose tends to be airport services improvement. However, NPIAS is determined to bring change according to the master plans of the individual airport while NASP considered the grand effect to other airports. The Metropolitan Airport System Plans define the aviation facilities that suit a particular area that will last for long in the future. MASP stipulates various guidelines for better land use for constructing an airport, land planning and the best locations where new airports can be built. This body also advises on the kinds of developments that can be done on existing airports, explaining whether the airport satisfies the public's needs the way it is or if the adjustments made will enhance better service (Arana, Martin, Nagore & Pérez, 2013).

The Federal Aviation Regulation part 150 describes very good noise mitigation programs for noise produced by aircraft engines. According to this act, pilots and other stakeholders should submit their noise maps to the FAA so that they are reviewed and better guidelines executed. The FAR also directs that the individual response of each person to noise should be

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considered and worked upon. The best noise mitigation strategy in aircrafts is one whereby noise reducing equipment are fitted in aircrafts but does not alter the normal functioning of the plane. If it does, then it should be removed with immediate effect because after all noise cannot be totally eradicated and people should learn to understand (Young & Wells, 2011).

#### References

Young, S., & Wells, A. (2011). *Airport planning and management: 6th Ed*

Arana, M., Martin, R. S., Nagore, I., & Pérez, D. (2013). Main results of strategic noise maps and action plans in Navarre (Spain). *Environmental Monitoring and Assessment*, 185(6), 4951-7

Appendix A: Miami noise map