

(4) "IMPACTED LAND USE AREA" MEANS A SUBAREA WITHIN A NOISE ZONE OCCUPIED BY A LAND USE WHICH HAS A LIMIT FOR CUMULATIVE NOISE EXPOSURE LESS THAN THE CALCULATED OR MEASURED CUMULATIVE NOISE EXPOSURE VALUE IN THAT SUBAREA.

(5) "AIRPORT" MEANS ANY AIRPORT LICENSED BY THE STATE AVIATION ADMINISTRATION.

(6) "POLITICAL SUBDIVISION" MEANS ANY COUNTY OR INCORPORATED MUNICIPALITY, INCLUDING BALTIMORE CITY.

(C) THE ADMINISTRATOR SHALL, WITH THE ENDORSEMENT OF THE SECRETARY OF TRANSPORTATION AND THE SECRETARY OF HEALTH AND MENTAL HYGIENE, AFTER A PUBLIC HEARING FOLLOWING 60 DAYS NOTICE, ADOPT LIMITS BY JULY 1, 1975, FOR CUMULATIVE NOISE EXPOSURE FOR RESIDENTIAL LAND USE AND OTHER CATEGORIES OF LAND USE ON THE BASIS OF THEIR NOISE SENSITIVITY. THE ADMINISTRATOR SHALL CONSIDER IN ADOPTING SUCH LIMITS THE GENERAL HEALTH AND WELFARE, THE RIGHTS OF PROPERTY OWNERS, ACCEPTED SCIENTIFIC AND PROFESSIONAL STANDARDS, AND THE RECOMMENDATIONS OF THE FEDERAL AVIATION ADMINISTRATION AND ENVIRONMENTAL PROTECTION AGENCY. SUCH LIMITS SHALL BE ESTABLISHED AT THE MOST RESTRICTIVE LEVEL CONSISTENT WITH THE ATTAINMENT OF THE ENVIRONMENTAL NOISE STANDARDS ADOPTED BY THE DEPARTMENT OF HEALTH AND MENTAL HYGIENE WHICH IS ACHIEVABLE THROUGH THE APPLICATION OF THE BEST AVAILABLE TECHNOLOGY, AT A REASONABLE COST AND WITHOUT IMPAIRING THE SAFETY OF FLIGHT.

(D) (1) ALL AIRPORT OPERATORS OF THE INTENDED OPERATORS OF PROPOSED AIRPORTS, SHALL ASSESS THE NOISE ENVIRONMENT CREATED BY THE OPERATION OF THEIR AIRPORTS, INCLUDING PROJECTIONS OF FUTURE USEAGE.

(2) THE ASSESSMENT METHOD SHALL FOLLOW PROCEDURES ESTABLISHED BY THE ADMINISTRATOR FOR CALCULATION OR MEASUREMENT OF CUMULATIVE NOISE EXPOSURE VALUES

(3) THE ASSESSMENT SHALL INCLUDE DELINEATION OF THE NOISE ZONE, IF ANY, AND THE IDENTIFICATION OF ANY IMPACTED LAND USE AREAS.

IF AN IMPACTED LAND USE AREA IS FOUND TO EXIST WITHIN A NOISE ZONE, THE AIRPORT OPERATOR SHALL DEVELOP A PLAN TO REDUCE OR ELIMINATE THE IMPACTED LAND USE AREA BY ALTERING THE COVERAGE OF THE NOISE ZONE THROUGH THE APPLICATION OF THE BEST AVAILABLE TECHNOLOGY, AT A REASONABLE COST, AND WITHOUT IMPAIRING SAFETY OF FLIGHT. ELEMENTS OF THE PLAN MAY INCLUDE, BUT NOT BE LIMITED TO, THE FOLLOWING METHODS: (I) A DEVELOPMENT OF RUNWAY AND FLIGHT PATH USEAGE TO REDUCE ADVERSE NOISE IMPACT, (II) ESTABLISHMENT OF NOISE ABATEMENT GLIDE SLOPES, (III)