

III. Planning Tools

Introduction and Expectations

The most important objective of the Planning Tools contained in this section is to help the user achieve an understanding of the flow process, or sequence of planning steps, that will eventually lead to your completed noise compatibility plan. These steps are summarized in the "Land Use Planning Process Flowchart" at the beginning of this section. The basic noise compatibility planning process is covered in more detail in 14 CFR Part 150, Airport Noise Compatibility Planning, and in its advisory circular, AC 150/5020-1, Noise Control and Compatibility Planning for Airports. Also included is an additional chart that lays out the Part 150 process from the initiation of the study to its approval.

This section also contains an overview of Land Use Controls and Noise Mitigation, describing various control and mitigation tools or strategies that are generally available. The overview includes, for most of the strategies, suggestions as to when their use might be most appropriate, some cautions in their use, and a history of their relative success as noise compatibility tools. You will generally find that no one or two tools are capable of accomplishing the mission all on their own, but that success will require a carefully orchestrated blend of several of the strategies. These strategies are:

- Comprehensive Planning
- Zoning
- Subdivision Regulation
- Transfer of Development Rights
- Easement Acquisition
- Building Codes
- Noise Insulation Programs
- Land Acquisition and Relocation
- Transaction Assistance
- Real Estate Disclosure
- Noise Barriers
- Capital Improvements Programs
- Tax Incentives

Three additional planning tools described in this section are the FAA's Integrated Noise Model (INM), the Aviation Noise Demonstration System (ANDS), and the American Planning Association's Land Based Classification System (LBCS). These tools are not themselves included in this toolkit, but a brief description of each is given in this section, along with a contact to obtain more information.

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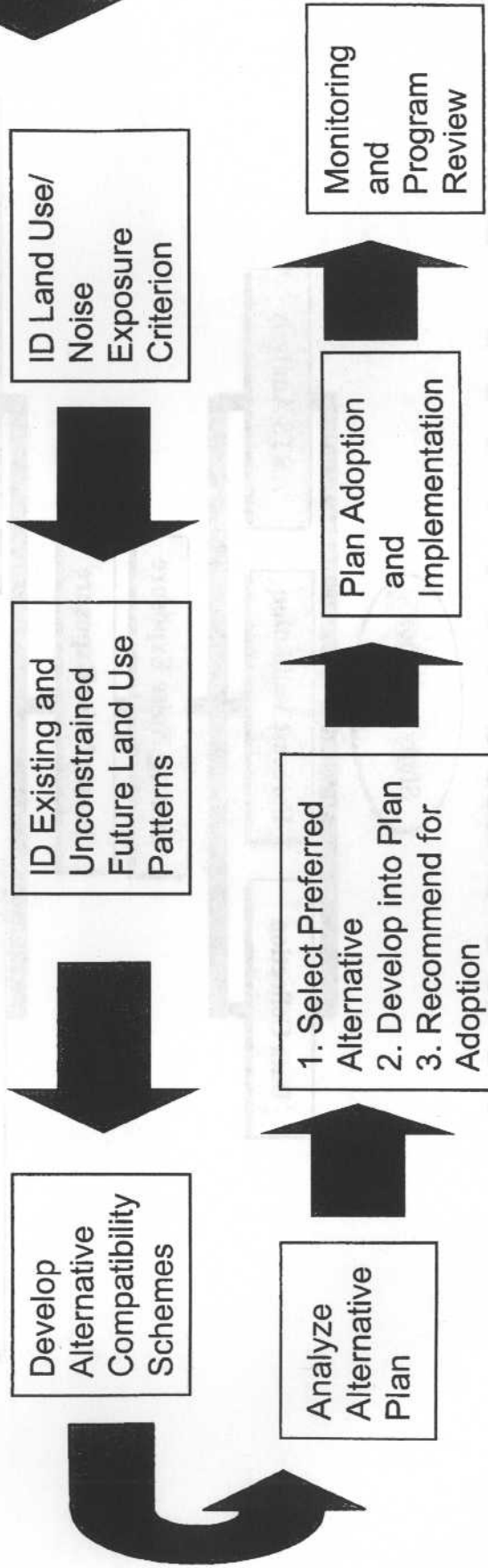
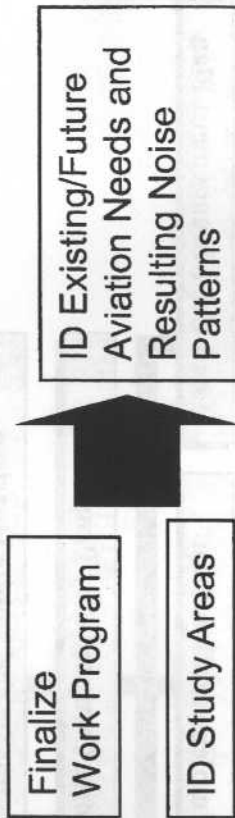
- A. Land Use Compatibility Planning Actions Flowchart
- B. FAR Part 150 Process
- C. Land Use Controls and Noise Mitigation
- D. Information on INM, ANDS, LBCS

Land Use Compatibility Planning Actions

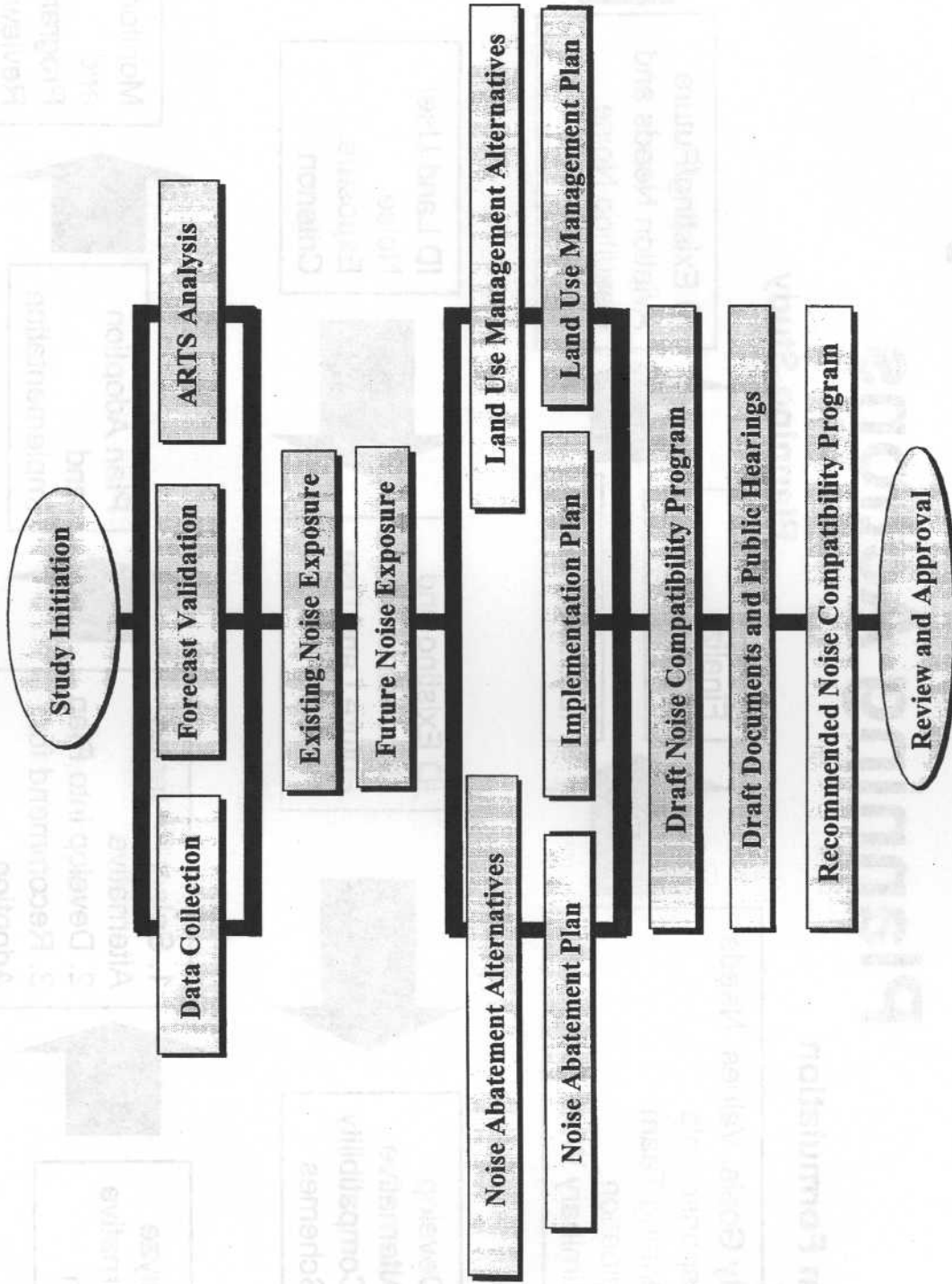
Program Formulation

- ID Community Goals, Values, Needs
- Establish Cosponsorship
- Organize Planning Team
- Citizen Participation
- Develop Preliminary Work Program

Planning Study



FAR Part 150 Process



F.A.R. PART 150

Noise Compatibility Program Checklist - Part I

I. Identification and Submission of Program:

- A. Submission is properly identified:
 - 1. FAR 150 NCP ?
 - 2. NEM and NCP together ?
 - 3. Program revision?
- B. Airport and Airport Operator's name identified ?
- C. NCP transmitted by airport operator cover letter ?

II. Consultation: [150.23]

- A. Documentation includes narrative of public participation and consultation process?
- B. Identification of consulted parties:
 - 1. all parties in 150.23(c) consulted?
 - 2. public and planning agencies identified?
 - 3. agencies in 2., above, correspond to those indicated on the NEM?
- C. Satisfies 150.23(d) requirements:
 - 1. documentation shows active and direct participation of parties in B., above?
 - 2. active and direct participation of general public?
 - 3. participation was prior to and during development of NCP and prior to submittal to FAA?
 - 4. indicates adequate opportunity afforded to submit views, data, etc.?
- D. Evidence included of notice and opportunity for a public hearing on NCP?
- E. Documentation of comments:
 - 1. includes summary of public hearing comments, if hearing was held?
 - 2. includes copy of all written material submitted to operator?
 - 3. includes operator's responses/disposition of written and verbal comments?
- F. Informal agreement received from FAA on flight procedures?

III. Noise Exposure Maps: [150.23, B150.3; 150.35(f)] (This section of the checklist is not a substitute for the Noise Exposure Map checklist. It deals with maps in the context of the Noise Compatibility Program submission.)

- A. Inclusion of NEMs and supporting documentation:
 - 1. Map documentation either included or incorporated by reference?
 - 2. Maps previously found in compliance by FAA?
 - 3. Compliance determination still valid?
 - 4. Does 180-day period have to wait for map compliance finding?
- B. Revised NEMs submitted with program: (Review using NEM checklist if map revisions included in NCP submittal)
 - 1. Revised NEMs included with program?
 - 2. Has airport operator requested FAA to make a determination on the NEM(s) when NCP approval is made?
- C. If program analysis uses noise modeling:
 - 1. INM, HNM, or FAA-approved equivalent?
 - 2. Monitoring in accordance with A150.5?
- D. Existing condition and 5-year maps clearly identified as the official NEMs?

IV. Consideration of Alternatives: [B150.7, 150.23(e)]

- A. At a minimum, are the alternatives below considered?
1. land acquisition and interests therein, including air rights, easements, and development rights?
 2. barriers, acoustical shielding, public building soundproofing
 3. preferential runway system
 4. flight procedures
 5. restrictions on type/class of aircraft (at least one restriction below must be checked)
 - a. deny use based on Federal standards
 - b. capacity limits based on noisiness
 - c. noise abatement takeoff/approach procedures
 - d. landing fees based on noise or time of day
 - e. nighttime restrictions
 6. other actions with beneficial impact
 7. other FAA recommendations
- B. Responsible implementing authority identified for each considered alternative?
- C. Analysis of alternative measures:
1. measures clearly described?
 2. measures adequately analyzed?
 3. adequate reasoning for rejecting alternatives?
- D. Other actions recommended by the FAA: Should other actions be added? (list separately or on back of this form actions and discussions with airport operator to have them included prior to the start of the 180-day cycle)

V. Alternatives Recommended for Implementation: [150.23(e), B150.7(c); 150.35(b), B150.5]

- A. Document clearly indicates:
1. alternatives recommended for implementation?
 2. final recommendations are airport operator's, not those of consultant or third party?
- B. Do all program recommendations:
1. relate directly or indirectly to reduction of noise and noncompatible land uses?
 2. contain description of contribution to overall effectiveness of program?
 3. noise/land use benefits quantified to extent possible?
 4. include actual/anticipated effect on reducing noise exposure within noncompatible area shown on NEM?
 5. effects based on relevant and reasonable expressed assumptions?
 6. have adequate supporting data to support its contribution to noise/land use compatibility?
- C. Analysis appears to support program standards set forth in 150.35(b) and B150.5?
- D. When use restrictions are recommended:
1. Are alternatives with potentially significant noise/compatible land use benefits thoroughly analyzed so that appropriate comparisons and conclusions can be made?
 2. use restriction coordinated with APP-600 prior to making determination on start of 180-days?
- E. Do the following also meet Part 150 analytical standards:
1. formal recommendations which continue existing practices?
 2. new recommendations or changes proposed at end of Part 150 process?
- F. Documentation indicates how recommendations may change previously adopted plans?
- G. Documentation also:

1. identifies agencies which are responsible for implementing each recommendation?
2. indicates whether those agencies have agreed to implement?
3. indicates essential government actions necessary to implement recommendations?

H. Timeframe:

1. includes agreed-upon schedule to implement alternatives?
2. indicates period covered by the program?

I. Funding/Costs:

1. includes costs to implement alternatives?
2. includes anticipated funding sources?

VI. Program Revision: [150.23(e)(9)] Supporting documentation includes provision for revision ?

Issued In Washington, DC -- APP-600, March 1989

F.A.R. PART 150

Noise Compatibility Program Checklist - Part II

I. Identification and Submission of Program

A. A submission needs to be properly identified as a noise compatibility program submitted under Part 150, or as noise exposure maps and a noise compatibility program submitted under Part 150 if these are submitted together. If it is a revision to a previously approved program, it needs to be so identified. (First time program submissions do not need to be specifically identified as such.)

B. The airport name and the airport operator's name need to be identified. Under ASNA and Part 150, a noise compatibility program must be submitted by the operator of a public use airport, including heliports.

(A and B) It is desirable to have the above information on the cover page of the submission. However, there is no format specified in the regulation, so it is acceptable to otherwise present this information so long as it is included and clearly understandable.

C. In addition, in order to verify that the submission has come to FAA from the airport operator, instead of another party, the submission must be accompanied by a cover letter from the airport operator. The airport operator's letter should clearly identify the submission as a Part 150 submission for appropriate FAA determinations (as opposed to a preliminary or partial submission of material for FAA informal advice).

II. Consultation

A. ASNA and Part 150 have some very specific consultation and public participation requirements. 150.23(e)(4) requires a narrative description of the public participation and the consultation carried out with respect to the noise compatibility program. This narrative must include the information described below. (If noise exposure maps and a noise compatibility program are submitted together, it is preferable, but not required, for the consultation requirements to be documented in one section of the Part 150 submission and to cover both map and program consultation requirements.)

B. The program documentation must clearly identify the various consulted parties. Under 150.23(c), the parties to be consulted by the airport operator are: FAA officials, state officials, public and planning agencies within the Ldn 65 dB, other Federal officials having local responsibility for land uses within the Ldn 65 dB, air carriers, and other aircraft operators to the extent practicable. Public and planning agencies are to be identified by name, and the names are expected to correspond to those indicated with respect to the noise exposure maps in accordance with A150.105.

C. In accordance with 150.23(d), the program documentation must show that the airport operator has afforded adequate opportunity for the active and direct participation of the above consulted parties and the general public prior to and during the development of the noise compatibility program and prior to the submission of the program to FAA. This includes adequate opportunity for those parties to submit views, data, and comments on the formulation and adequacy of the program. The program documentation is not

supposed to simply state that adequate opportunity has been afforded; a description (referring back to 150.23(e)(4)) of what has been done is required.

It is important for the narrative description to indicate that the required parties were given the opportunity to participate and to have input; that the participation opportunity offered was one of substance, involving an active role and a real opportunity for input to program considerations; and that the timing of the participation opportunity met the requirements of the rule (i.e., beginning at the earliest stages of the program's commencement). Active, direct, and early participation is most often accomplished through the creation of Part 150 advisory committees or task forces established before the study gets underway. However, the Part 150 regulation does not specify any particular participation vehicle, such as a task force; it allows flexibility on the part of the airport operator on how to meet consultation/participation requirements. An active, direct participation role and an opportunity for substantive input does not include any requirement for the airport operator to let participants vote on recommended program measures or otherwise have an equal role with the airport operator in making determinations on which alternatives to recommend for implementation. Neither is unanimity of opinion required in the consultation process.

With respect to "other aircraft operators using the airport" and to the "general public," reasonable and fair representative participation to the extent practicable is expected not that every aviation user or every member of the public must be allowed to actively participate on an advisory committee or task force. However, all written comments from any party are to be received and considered in accordance with 150.23(e)(7), as elaborated on below. The consultation requirements of Part 150 are not deemed to be flawed because a party or parties declines to participate so long as there is evidence in the documentation that adequate opportunity to participate was extended by the airport operator.

D. The program documentation must include evidence that the airport operator provided notice and an opportunity for a public hearing on the noise compatibility program, in accordance with the December 30, 1987, amendment to ASNA that was included in the Airport and Airway Safety and Capacity Expansion Act of 1987. The only timing specified for this requirement is that it take place prior to submission of the program to FAA.

E. 150.23(e)(7) requires the documentation to include a summary of the comments at any public hearing and a copy of all written material submitted to the airport operator under 150.23(c) and (d). This section of the regulation further requires the airport operator to include with the Part 150 documentation the operator's responses and disposition of both verbal comments at any hearing and of written comments.

F. 150.23(c) states that consultation with FAA shall include, to the extent practicable, informal agreement from FAA on proposed new or modified flight procedures. The program documentation should indicate instances in which consultation with FAA has produced any such agreements. Omission of information on this point presumes that there are none.

III. Noise Exposure Maps (This section is not a substitute for the Noise Exposure Map checklist. It deals with maps in the context of the Noise Compatibility Program submission.)

A. 150.23(e)(1) and B150.3(a) require the noise compatibility program to include a copy of the noise exposure maps and supporting documentation in compliance with applicable requirements of 150.21. If noise exposure maps and a noise compatibility program were submitted separately to FAA, the airport operator may incorporate the previously

complying maps into the program by reference (assuming that the maps are still valid and do not require revision under 150.21(d)). The program documentation should clearly indicate that the maps have previously been found in compliance with Part 150 by the FAA. An indication of the date of FAA's compliance determination is desirable, but not required. If noise exposure maps and a noise compatibility program are submitted together, this should also be clearly indicated. In this case, the FAA reviewer will review the maps for compliance with Part 150 using the noise exposure map checklist and will concurrently perform a preliminary review of the noise compatibility program using the program checklist. Complying noise exposure maps are a prerequisite to starting the 180 day review period for the program.

B. Normally, the airport operator's 5 year noise exposure map is based on the 5 year noise compatibility program assumptions. If this is not the case, the airport operator may submit a revised 5 year noise exposure map with the noise compatibility program in accordance with B150.3(b). (It will be necessary to do so if projected changes are significant under the terms of 150.21(d).) It is also possible, although not likely, that an existing condition map will be revised in a program. Revisions to noise exposure maps must meet the same requirements as initial submissions. The FAA, however, does not require an additional two stage map and program process, but may find the revised maps in compliance with Part 150 under the provisions in 150.35(f) at the time that the noise compatibility program is approved. The airport operator's cover letter should include any request for the FAA to make new map compliance findings upon approval of the program.

C. The Part 150 regulation does not specifically require the submission of additional noise exposure maps beyond the existing condition and 5 year maps. However, airport operators may find that the analysis of particular alternatives in a noise compatibility program is best done with noise contour mapping over noncompatible land uses and may optionally include additional maps in the program. With certain alternatives, mapping may be critical to the analysis in support of a particular Part 150 program standard and may specifically be requested by the FAA reviewer. In analyzing alternatives using noise modeling, the airport operator must use either the FAA's Integrated Noise Model (or the Heliport Noise Model for heliports) or an FAA approved equivalent in accordance with Part 150. All FAA approved equivalent methodology must be approved by AEE. Noise monitoring may be used in developing noise compatibility programs (but monitoring is not required for either maps or programs under Part 150). Whenever noise monitoring is used, it should be accomplished in accordance with A150.5.

D. If a noise compatibility program includes multiple maps, the airport operator must clearly indicate which map is the existing condition noise exposure map and which is the 5 year noise exposure map prepared in compliance with Part 150.

IV. Consideration of Alternatives

A. At a minimum, each noise compatibility program must consider the alternatives listed below pursuant to B150.7(b). The consideration of additional alternatives is optional.

(1) Acquisition of land and interests therein, including, but not limited to air rights, easements, and development rights, to ensure the use of property for purposes which are compatible with airport operations. (2) The construction of barriers and acoustical shielding, including the soundproofing of public buildings.

(3) The implementation of a preferential runway system.

(4) The use of flight procedures (including the modifications of flight tracks) to control the operation of aircraft to reduce exposure of individuals (or specific noise sensitive areas) to noise in the area around the airport.

(5) The implementation of any restriction on the use of an airport by any type or class of aircraft based on the noise characteristics of those aircraft. Such restrictions may include, but are not limited to the following list. It is not necessary for all of these potential restrictions to be examined in each noise compatibility program, so long as a program gives consideration to at least one type of restriction.

(i) Denial of use of the airport to aircraft types or classes which do not meet Federal noise standards;

(ii) Capacity limitation based on the relative noisiness of different types of aircraft;

(iii) Requirement that aircraft using the airport must use noise abatement takeoff or approach procedures previously approved as safe by the FAA;

(iv) Landing fees based on FAA certificated or estimated noise emission levels or on time of arrival; and

(v) Nighttime restrictions.

(6) Other actions or combinations of actions which would have a beneficial noise control or abatement impact on the public.

(7) Other actions recommended for analysis by the FAA for the specific airport.

B. In accordance with B150.7(a), the program must indicate into which category each considered alternative would fall with respect to which entity has implementation authority; i.e., the airport operator, a local agency or political subdivision governing body, a state agency or political subdivision governing body, the FAA, another Federal agency, others.

C. 150.23(e)(2) requires a description and analysis of the considered alternative measures and a discussion of why specific alternatives were rejected for inclusion in the airport operator's final noise compatibility program. There should be sufficient description of each alternative to provide a clear understanding of it. The amount of analysis is expected to vary with the alternative and with the amount of local interest in pursuing particular alternatives. The analytical requirements for alternatives that are recommended to be part of the noise compatibility program are detailed in the section below. Generally, there is no specified analytical detail in the regulation for rejected alternatives. Reasons presented in the airport operator's documentation for rejecting alternatives should appear reasonable (i.e., not arbitrary and capricious), should not be based on faulty technical analysis, and should not be based on flawed conclusions (e.g., that a particular alternative is illegal, when it is not). The FAA reviewer may comment, if this is the case, that rejected alternatives must either be more clearly described, or more accurately analyzed technically, or that they have been rejected for incorrect reasons before accepting the airport operator's documentation for the 180 day review period.

D. One of the categories of alternatives that is required to be considered by the airport operator under B150.7(b)(7) is "other actions recommended for analysis by the FAA for the specific airport." Although it is expected that FAA recommendations in this regard would usually take place during the consultation process, it may also occur at this point in the process. The FAA may recommend a new alternative which was not previously considered or a variation of an alternative which was considered and rejected. The consideration of any FAA alternative recommended at this time would have to be added to the documentation before the start of the 180 day review period.

V. Alternatives Recommended for Implementation

A. The program documentation must clearly indicate which alternatives are recommended for implementation. These must be recommended by the airport operator not by the consultant or another party. (While the Part 150 regulation, the FAA, and other consulted parties may recommend the consideration of specific alternatives, it is clear under the Act and the regulation that the airport operator has the sole final prerogative to determine which alternatives to reject and which to recommend in the noise compatibility program. If the consultant or another party recommends an alternative for implementation, that alternative must also be clearly recommended by the airport operator.)

B. Every recommended alternative must relate directly or indirectly to the reduction of noise and noncompatible land uses. 150.23(e)(3) requires a description of the relative contribution of each of the proposed measures to the overall effectiveness of the program. This description may be in narrative form and may be brief. Beyond this, the Part 150 regulation also calls for quantification of noise/land use benefits. For alternatives which lend themselves to quantification, the documentation is required under 150.23(e)(5) to include the actual or anticipated effect on reducing noise exposure to individuals and noncompatible land uses and preventing the introduction of additional noncompatible uses within the area covered by the noise exposure map. Quantified effects must be based on relevant expressed assumptions concerning the type and frequency of aircraft operations, number of nighttime operations, flight patterns, airport layout including planned airport development, planned land use changes, and demographic changes within the Ldn 65 dB. If overall numbers of people exposed to significant noise levels and overall amounts of noncompatible land uses are being or will be reduced through the implementation of the noise compatibility program, the program is determined to meet the ASNA and Part 150 standard in this regard, even though it is possible that specific areas around an airport may experience an increase in noise.

The FAA reviewer should comment on any recommended alternative which does not appear to have a clear direct or indirect noise/land use benefit and request the airport operator to provide additional supporting data or consider removing the recommendation from the Part 150 program. (The most common recommendation of this sort has been runway development proposals for capacity or other reasons.) If the airport operator neither removes the recommendation nor adequately supplements the analysis, the FAA may start the 180 day review period, but will likely disapprove the recommendation for Part 150 purposes or disapprove it pending the submission of additional information.

The FAA reviewer should also comment on any apparently faulty or questionable assumptions and on any lack of descriptive and quantified benefits before starting the 180 day review period. Whether deficiencies in the documentation will preclude the start of the 180 day review period if left uncorrected will depend on the extent of the deficiencies. We recommend consultation with APP 600 on this type of issue.

C. Under 150.23(e)(2), the extent of analysis will vary among alternatives and largely depends upon the nature and complexity of the alternative and the Part 150 program standards which are applicable to the alternative. Program standards are listed under 150.35(b) and B150.5. B150.5 indicates that it is the airport operator's responsibility to develop a noise compatibility program which meets Part 150 program standards, including the analysis to back it up. The FAA reviewer should read each of the recommended alternatives and alert the airport operator to any alternative which is clearly not approvable, to the extent this can be determined without more detailed analysis on FAA's part, because the alternative is insufficiently analyzed or obviously violates a Part 150 program standard. (It is not intended that this FAA review will be as thorough as the substantive review during the 180 days or that it be a substitute for the later review, but it is possible to catch some readily apparent problems with recommendations during this early stage with minimal extra review effort.) If the airport operator will not make program adjustments at this point, the FAA may start the 180 day review period, but will likely disapprove the recommendation(s) in question.

D. If a program recommends a significant airport use restriction, a thorough analysis of alternatives with potentially significant noise/compatible land use benefits (including alternatives that may have been rejected from inclusion in the final program) is critical in order for the FAA to determine whether the use restriction is reasonably related to the need to reduce noise over noncompatible land uses, would not pose an undue burden to interstate and foreign commerce, and would meet both local needs and needs of the national air transportation system to the extent practicable. The FAA reviewer should indicate to the airport operator situations in which the lack of sufficient analysis of alternatives or the lack of consideration of beneficial alternatives in the program is likely to result in the FAA's disapproval of a recommended restriction pending the submission of additional information. Any use restriction should be coordinated with APP 600 before the region makes a determination on the sufficiency of the documentation for the 180 day review period.

E. There are no exceptions to the analytical requirements and the program standards imposed by Part 150. If airport operators submit recommendations which are continuations of past practices, these must meet the same analytical requirements and program standards as new recommendations. If airport operators or city councils change recommendations or propose additional recommendations at the end of the Part 150 process, these recommendations must also be appropriately analyzed and subjected to consultation.

F. Under 150.23(e)(6), the documentation must indicate how, if at all, the recommended alternatives may change any noise control plans or actions or land use compatibility plans previously adopted.

G. 150.23(e)(8) and B150.7(c) require the identification of the agency or agencies responsible for the implementation of each recommended alternative. B150.7(c) further requires an indication of whether those agencies have agreed to the implementation. 150.23(e)(8) requires the documentation to include any essential governmental actions that will be necessary in order to implement specific alternatives.

H. 150.23(e)(8) and B150.7(c) require the inclusion of an approximate agreed upon schedule within which the program alternatives will be implemented. This information should sufficiently address the requirement in 150.23(e)(8) to indicate the period covered by the program, which may be longer than the 5 year timeframe of the noise exposure maps.

I. 150.23(e)(8) requires an indication of the costs of the recommended alternatives and anticipated sources of funding.

VI. Program Revision

150.23(e)(9) requires the documentation to include some provision for revising the program if made necessary because of revision of the noise exposure maps. It is sufficient for the document simply to state that the program will be reconsidered for potential revision if necessary because of noise exposure map revision. More detailed or elaborate conditions for revising a program are optional.

F.A.R. Part 150

Noise Exposure Map Checklist - Part I

I. Identification and Submission of Map Document:

A. Is this submittal appropriately identified as one of the following, submitted under FAR Part 150:

1. a NEM only
2. a NEM and NCP
3. a revision to NEMs which have previously been determined by FAA to be in compliance with Part 150?

B. Is the airport name and the qualified airport operator identified?

C. Is there a dated cover letter from the airport operator which indicates the documents are submitted under Part 150 for appropriate FAA determinations?

II. Consultation: [150.21(b), A150.105(a)]

A. Is there a narrative description of the consultation accomplished, including opportunities for public review and comment during map development?

B. Identification:

1. Are the consulted parties identified?
2. Do they include all those required by 150.21(b) and A150.105(a)?

C. Does the documentation include the airport operator's certification, and evidence to support it, that interested persons have been afforded adequate opportunity to submit their views, data, and comments during map development and in accordance with 150.21(b)?

D. Does the document indicate whether written comments were received during consultation and, if there were comments, that they are on file with the FAA region?

III. General Requirements: [150.21]

A. Are there two maps, each clearly labeled on the face with year (existing condition year and 5-year)?

B. Map currency:

1. Does the existing condition map year match the year on the airport operator's submittal letter?
2. Is the 5-year map based on reasonable forecasts and other planning assumptions and is it for the fifth calendar year after the year of submission?
3. If the answer to 1 and 2 above is no, has the airport operator verified in writing that data in the documentation are representative of existing condition and 5-year forecast conditions as of the date of submission?

C. If the NEM and NCP are submitted together:

1. has the airport operator indicated whether the 5-year map is based on 5-year contours without the program vs. contours if the program is implemented?
2. If the 5-year map is based on program implementation:
 - a. are the specific program measures which are reflected on the map identified?
 - b. does the documentation specifically describe how these measures affect land use compatibilities depicted on the map?
3. If the 5-year NEM does not incorporate program implementation, has the airport operator included an additional NEM for FAA determination after the

program is approved which shows program implementation conditions and which is intended to replace the 5-year NEM as the new official 5-year map?

IV. Map Scale, Graphics, and Data Requirements: [A150.101, A150.103, A150.105, 150.21(a)]

- A. Are the maps of sufficient scale to be clear and readable (they must not be less than 1" to 8,000'), and is the scale indicated on the maps?
- B. Is the quality of the graphics such that required information is clear and readable?
- C. Depiction of the airport and its environs.
 - 1. Is the following graphically depicted to scale on both the existing condition and 5-year maps:
 - a. airport boundaries
 - b. runway configurations with runway end numbers
 - 2. Does the depiction of the off-airport data include:
 - a. a land use base map depicting streets and other identifiable geographic features
 - b. the area within the 65 Ldn (or beyond, at local discretion)
 - c. clear delineation of geographic boundaries and the names of all jurisdictions with planning and land use control authority within the 65 Ldn (or beyond, at local discretion)
- D.
 - 1. Continuous contours for at least the Ldn 65, 70, and 75?
 - 2. Based on current airport and operational data for the existing condition year NEM, and forecast data for the 5-year NEM?
- E. Flight tracks for the existing condition and 5-year forecast timeframes (these may be on supplemental graphics which must use the same land use base map as the existing condition and 5-year NEM), which are numbered to correspond to accompanying narrative?
- F. Locations of any noise monitoring sites (these may be on supplemental graphics which must use the same land use base map as the official NEMs)
- G. Noncompatible land use identification:
 - 1. Are noncompatible land uses within at least the 65 Ldn depicted on the maps?
 - 2. Are noise sensitive public buildings identified?
 - 3. Are the noncompatible uses and noise sensitive public buildings readily identifiable and explained on the map legend?
 - 4. Are compatible land uses, which would normally be considered noncompatible, explained in the accompanying narrative?

V. Narrative Support of Map Data: [150.21(a), A150.1, A150.101, A150.103]

- A.
 - 1. Are the technical data, including data sources, on which the NEMs are based adequately described in the narrative?
 - 2. Are the underlying technical data and planning assumptions reasonable?
- B. Calculation of Noise Contours:
 - 1. Is the methodology indicated?
 - a. is it FAA approved?
 - b. was the same model used for both maps?
 - c. has AEE approval been obtained for use of a model other than those which have previous blanket FAA approval?
 - 2. Correct use of noise models:
 - a. does the documentation indicate the airport operator has adjusted or calibrated FAA-approved noise models or substituted one aircraft type for another?
 - b. if so, does this have written approval from AEE?
 - 3. If noise monitoring was used, does the narrative indicate that Part 150 guidelines were followed?

4. For noise contours below 65 Ldn, does the supporting documentation include explanation of local reasons? (Narrative explanation is highly desirable but not required by the Rule.)

C. Noncompatible Land Use Information:

1. Does the narrative give estimates of the number of people residing in each of the contours (Ldn 65, 70 and 75, at a minimum) for both the existing condition and 5-year maps?

2. Does the documentation indicate whether table 1 of Part 150 was used by the airport operator?

a. If a local variation to table 1 was used:

(1) does the narrative clearly indicate which adjustments were made and the local reasons for doing so?

(2) does the narrative include the airport operator's complete substitution for table 1?

3. Does the narrative include information on self-generated or ambient noise where compatible/- noncompatible land use identifications consider non-airport/aircraft sources?

4. Where normally noncompatible land uses are not depicted as such on the NEMs, does the narrative satisfactorily explain why, with reference to the specific geographic areas?

5. Does the narrative describe how forecasts will affect land use compatibility?

VI. Map Certifications: [150.21(b), 150.21(e)]

A. Has the operator certified in writing that interested persons have been afforded adequate opportunity to submit views, data, and comments concerning the correctness and adequacy of the draft maps and forecasts?

B. Has the operator certified in writing that each map and description of consultation and opportunity for public comment are true and complete?

Issued In Washington, DC -- APP-600, March 1989

F.A.R. Part 150

Noise Exposure Map Checklist - Part II

I. Identification and Submission of Map Document

A. A submission needs to be properly identified as a noise exposure map submission under Part 150, or as noise exposure maps and a noise compatibility program submitted under Part 150 if these are submitted together. If the submission is a revision to maps previously found in compliance with Part 150, it needs to be so identified. (First time map submissions do not need to be specifically identified as such.)

B. The airport name and the airport operator's name need to be identified. Under ASNA and Part 150, noise exposure maps must be submitted by the operator of a public use airport, including heliports.

(A and B) It is desirable to have the above information on the cover page of the submission. However, there is no format specified in the regulation, so it is acceptable to otherwise present this information so long as it is included and clearly understandable.

C. In addition, in order to verify that the submission has come to FAA from the airport operator instead of another party, the submission must be accompanied by a cover letter from the airport operator. The airport operator's letter should clearly identify the submission as a Part 150 submission for appropriate FAA determinations (as opposed to a preliminary or partial submission of material for FAA informal advice).

II. Consultation

A. ASNA and Part 150 have some very specific consultation and public participation requirements. 150.21(b) requires a narrative description of the consultation accomplished on the noise exposure maps and of the opportunities afforded the public to review and comment during the development of the map. This narrative must include the information described below. (If noise exposure maps and a noise compatibility program are submitted together, it is preferable, but not required, for the consultation requirements to be documented in one section of the Part 150 submission and to cover both map and program consultation requirements.)

B. The map documentation must clearly identify the various consulted parties. Under 150.21(b), the parties to be consulted by the airport operator are: FAA officials, state officials, public and planning agencies within the Ldn 65 dB, other Federal officials that have local responsibility for the area within the Ldn 65 dB depicted on the maps, and regular aeronautical users of the airport. As indicated in 150.21(b) and A150.105(a), each public agency and planning agency whose jurisdiction or responsibility is either wholly or partially contained within the Ldn 65 dB boundary is to be identified by name in the narrative documentation and consulted. "Regular aeronautical users" of the airport include major users such as representatives of fixed base operators, airlines, airline pilots, business aviation, individual general aviation pilots, cargo operators, and other affected airport tenants.

C. In accordance with 150.21(b), the map documentation must describe the consultation accomplished with respect to the noise exposure maps and must describe the opportunities afforded to the public to review and comment during the development of the

map. Additionally, the airport operator must certify that it has afforded interested persons an adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft noise exposure map and descriptions of forecast aircraft operations. The map documentation, therefore, must include both the specific certification required by the rule and a description of consultation and public participation.

It is important for the narrative description to indicate that consultation with the required parties was effected during the development and preparation of the maps and related documentation and that there was a real opportunity for review and input by the public on the correctness and adequacy of the map data at the developmental draft stage. Consultation and review by the interested public are most often accomplished through the creation of Part 150 advisory committees or task forces established before map development gets underway. However, the Part 150 regulation does not specify any particular participation vehicle, such as a task force; it allows flexibility on the part of the airport operator on how to meet consultation/participation requirements.

Reasonable and fair representative participation to the extent practicable is expected not that every aviation user or every member of the interested public must be allowed to actively participate on an advisory committee or task force. However, all written comments from any party are to be received and considered. The consultation requirements of Part 150 are not deemed to be flawed because a party or parties declines to participate so long as there is evidence in the documentation that adequate opportunity to participate was extended by the airport operator.

D. 150.21(b) requires a copy of all written comments received during consultation to be filed with the FAA region. Since these comments will be on file, but will not be included in the Part 150 document itself, the map documentation should include the information that either there were no written comments received or that written comments are on file with the FAA region. (While the Part 150 regulation requires the airport operator to respond to comments received on the noise compatibility program, there is no parallel requirement to respond to comments received on the noise exposure maps. However, airport operators may include responses in their map documentation to significant questions or issues at their option.)

III. Noise Exposure Maps General Requirements

A. 150.21 requires the submission of 2 maps an existing condition map and a 5 year map. These must be clearly labeled in the airport operator's submission with the year which each map represents indicated on the face of each map. Only one existing condition map and one 5 year map may be designated by the airport operator as the maps for a compliance finding at any one time under Part 150. This does not preclude the inclusion in the package of additional maps for supporting information, analytical purposes or longer range planning. (Refer to the Noise Compatibility Program Checklist Narrative, section III, for further information regarding noise exposure maps that are included as part of noise compatibility programs.)

B. In accordance with 150.21, the existing condition map must be based on current data as of the date of submission (i.e., year of submission) to the FAA regional or district office. The 5 year map must be based on forecast aircraft operations at the airport and on other reasonable planning assumptions (further described below in V.A.) for the fifth calendar year beginning after the year of submission. If the maps are based on data generated for timeframes other than the current year of submission and the fifth year following the year of submission, the airport operator must verify that the data are representative of existing and of 5 year forecast conditions (i.e., airport layout, runway

use percentages, flight tracks, general aircraft mix and operational data, and noncompatible land uses are equivalent; total numbers of operations do not vary over 15 percent in the aggregate). In these cases, airport operators must indicate that they have verified accuracy of map data by stating in the documentation to the effect that the map based on year's data accurately represents the year of submission and/or that the forecast map developed for year accurately represents the 5 year forecast from the date of submission. (If airport operators are unable to verify adequacy of data, maps must be redone in order to be acceptable under Part 150.)

C. It is the airport operator's option to include or not to include the 5 year noise abatement/mitigation recommendations within the noise compatibility program on the 5 year noise exposure map (if maps and program are completed together). The airport operator is expected to include information on which option has been selected and to identify any specific noise compatibility program measures which are reflected on the map and to describe as specifically as possible how these measures affect the compatibility of land uses on the map. If the 5 year map does not include noise compatibility program recommendations, the airport operator has the additional option of including a revised 5 year map within the noise compatibility program. (This option is described in more detail in the Noise Compatibility Program Checklist Narrative.)

IV. Map Scale, Graphics, and Data Requirements

A. The noise exposure maps must be of sufficient scale to be clear and readable. A150.103(b)(1) requires a map of the airport and its environs at "an adequately detailed scale" not less than 1 inch to 8,000 feet. A150.101(e)(9) requires maps to be of a sufficient scale and quality to discern streets and other identifiable geographic features. If 1 inch to 8,000 feet is not sufficient for this latter purpose, a larger scale will be necessary. The scale used should be indicated on the face of the maps.

B. The graphics must be of a good enough quality to display the information required on the maps in a clear and readable manner. A north arrow on the maps, although not specifically required in the Part 150 regulation, is part of good map drafting and a highly desirable feature.

C. A150.103(b)(1) requires the noise exposure maps to depict the airport and its environs.

1. The airport layout data listed below must be graphically depicted to scale on the existing condition and 5 year noise exposure maps. The 5 year map may show the same airport layout as the existing condition map, or it may show a different airport layout based on reasonable future assumptions, including any planned airport development (150.21(a)(1)). (Future assumptions must be adequately explained in the narrative accompanying the maps.)

- a. Airport boundaries, required by A150.101(e)(4).

- b. Runway configurations including runway end numbers, required by A150.101(e)(1).

2. The required off airport data are listed below. The 5 year map may show the same off airport data as the existing condition map, or it may be different based on reasonable future planning assumptions which are explained in the narrative accompanying the maps (150.21(a)(1)).

- a. Each land use base map must depict streets and other identifiable geographic features (A150.101(e)(9)).

b. A land use base map is usually larger than the area within the Ldn 65 dB contour; as a minimum, land use base map data must be shown within the Ldn 65 dB contour (A150.101(a)).

c. Each map must clearly delineate the geographic boundaries and show the names of the jurisdictions with authority to plan and control land uses within the depicted noise contours (A150.105(b)). If there is only one jurisdiction covering the entire area whose boundaries extend beyond the geographic area shown on the maps, the name of that jurisdiction should be on the maps. The accompanying narrative would be expected to identify the jurisdiction as the only one with land use planning and control authority in the map environs.

D. Continuous noise contours of Ldn 65, 70, and 75 dB based on current and 5 year forecast airport data and aircraft operation data must be graphically depicted on the existing condition and 5 year noise exposure maps, as required by A150.101(a) and A150.101(e)(3). Additional noise contours are optional (A150.101(a)).

E. Flight tracks for the existing condition and 5 year forecast timeframes must be graphically depicted, as required by A150.101(e)(2). Flight tracks may be depicted on supplemental maps instead of on the basic existing condition and 5 year noise exposure maps in the interest of avoiding too much clutter. Supplemental maps must employ the same land use base maps that are used for the existing condition and 5 year maps. Flight tracks should be numbered on the graphic display to correspond to accompanying narrative descriptions.

F. If noise monitoring was used in the study, the locations of any aircraft noise monitoring sites must be graphically depicted, as required by A150.101(e)(7). (Note that noise monitoring is optional, not required by Part 150.) As with flight tracks, noise monitoring sites may be depicted on supplemental maps instead of the basic existing condition and 5 year noise exposure maps in the interest of avoiding too much clutter.

G. The final pieces of information which are required to be graphically depicted on the basic existing condition and 5 year noise exposure maps are those relating to noncompatible land uses and include the following:

1. Noncompatible land uses within the noise contours, as required by A150.101(e)(5). Noncompatible land uses within the Ldn 65 dB contour and greater are required to be depicted on the maps. If an airport operator has opted to include additional noise contours below Ldn 65 dB on the maps, the operator may also optionally identify noncompatible land uses below Ldn 65 dB on the maps, as allowed in A150.101(b) and table 1 of appendix A.

2. Noise sensitive public buildings, including schools, hospitals, health care facilities, and properties on or eligible for inclusion on the National Register of Historic Places must be graphically identified within the noise contours, as required by A150.101(e)(6).

3. Noise sensitive public buildings and other noncompatible land uses (usually primarily residential) must be clearly marked on the maps in a manner that allows them to be readily identified (e.g., special symbols, colors, shading, cross hatching). There must be a legend on the face of each map which relates the selected markings to the specific noncompatible land uses which have been identified.

4. Note that compatible land uses are not required to be identified on noise exposure maps. Land uses which might normally be anticipated to be identified as noncompatible under Part 150, but are not so identified for various satisfactory reasons in an airport operator's submission, should be explained in the accompanying narrative as further described below in V.E.3. and 4.

V. Narrative Support of Map Data

A. The technical data on which both maps are based must be adequately described in the accompanying narrative. This includes existing and 5 year forecast numbers of aircraft operations, types of aircraft operations, types of aircraft and fleet mix, runway percentage use and flight track usage, day/night breakout of operations, explanation of any planned airport development within 5 years which will affect airfield operation, land use and population data, and incorporation of any noise abatement strategies in either or both maps. The sources for this data should be indicated. 150.21(a)(1) requires the 5 year map to be based on reasonable assumptions concerning future type and frequency of aircraft operations, number of nighttime operations, flight patterns, airport layout including planned airport development, planned land use changes and population changes in the surrounding areas. The sources for this data should also be indicated. The FAA must be satisfied with the adequacy of the underlying technical data for both maps and with the reasonableness of the planning assumptions for the 5 year map in order to find the maps in compliance with Part 150.

B. With respect to the calculation of noise contours:

1. The narrative must indicate the methodology used to develop the noise contours. The noise contours must have been developed using an FAA approved methodology or computer program, such as the current version of the Integrated Noise Model, Heliport Noise Model, or NOISEMAP 5.0 (when used with the SAELAT input setup card) or other FAA approved equivalent (A150.1(b) and A150.103(a)). Both maps must use the same model and the same version of that model in order to be comparable. If a model does not already have blanket approval by the FAA for use in Part 150 studies, it must receive specific approval by the FAA's Office of Environment. The approval letter from the Office of Environment should be obtained prior to using a model in a Part 150 study and should be included in an airport operator's submission. If this has not been done, the FAA region must obtain the requisite approval from the Office of Environment before finding the submission in compliance with Part 150.

2. A150.103(b)(6) requires the use of the government furnished data depicting aircraft noise characteristics (if not already a part of the computer program's stored data bank). Airport operators or their consultants are not allowed to alter the basic acoustic data in FAA approved noise models, often referred to as "calibration." It is permitted to substitute one aircraft type for another for which noise data is not readily available. Any aircraft substitution must be determined to be technically acceptable by the Office of Environment. That office's letter of technical acceptability should be requested by the airport operator or consultant prior to using the aircraft substitution data; the letter must be included in the airport operator's submission. Any questions or uncertainties regarding the correct use of noise models should be referred by the FAA regional office to the Office of Environment for resolution or verification before finding noise exposure maps in compliance with Part 150. Airport operators must make available to the FAA upon request the information in A150.103(b) that was used in their submissions for input to the calculation of noise contours, should questions be

raised by the FAA concerning the proper calculation of those contours. This data input does not normally need to be included in the Part 150 narrative.

3. A150.1(b) states that noise monitoring may be utilized by airport operators for data acquisition and data refinement, but is not required by Part 150 for the development of noise exposure maps. (Note: Noise monitoring may not be used to "calibrate" the noise model.) Whenever noise monitoring is used, it should be accomplished in accordance with A150.5. The narrative is expected to indicate that Part 150 guidelines were followed; if they were not followed, coordination with the Office of Environment is necessary to ascertain acceptability.

4. If the noise exposure maps include noise contours in addition to the Ldn 65, 70, and 75 dB contours, as allowed under A150.101(a), the narrative should explain the local reasons for including them.

C. With respect to noncompatible land use information:

1. The narrative must give estimates of the number of people residing in noncompatible areas within the Ldn 65, 70 and 75 dB contours for the current noise exposure map and for the 5-year map, in accordance with A150.101(e)(8).

2. The narrative must indicate the basis on which the airport operator has determined land use compatibility on the noise exposure maps. If the airport operator has used table 1 in appendix A of Part 150, the narrative should so state. (It is highly desirable to include a copy of table 1 in the airport operator's submission to assist the non FAA reader.) If the airport operator has made adjustments to the land use compatibility designations in table 1 based on the consideration of specific local conditions (including the identification of noncompatible land uses below Ldn 65 dB), as allowed in A150.101.(b) and (d) and in table 1, the narrative must clearly indicate which adjustments were made and the local reasons for making them. The narrative should include the airport operator's complete substitution for Part 150's table 1. In accordance with 150.11 and A150.101(c), if more than one current or future land use is existing or permissible in a particular area, the determination of compatibility (under either table 1 or other local land use guidelines) must be based on the use that is considered to be most adversely affected by noise.

3. A150.101(e)(5) states that no land use has to be identified as noncompatible if the self generated noise from that use and/or the ambient noise from other nonaircraft and nonairport uses is equal to or greater than the noise from aircraft and airport sources. Data on the level of self generated or ambient noise must be included in the narrative for noise exposure map submissions which base compatible/noncompatible land use identifications on noise that is not aircraft and airport related. (Such data will affect compatible land use determinations under Part 150, but may not be used to adjust the outlines of the noise contours resulting from aircraft operations.)

4. If the noise exposure maps include land uses which are considered to be normally noncompatible according to table 1 of Part 150 (or the airport operator's substitution for table 1), but are not identified on the maps as noncompatible, the narrative is expected to indicate satisfactory reasons why this is the case with reference to the specific geographic areas so that the FAA may be sure that the maps are correctly done. Satisfactory reasons would include higher levels of self generated noise or ambient noise or the achievement of compatibility through sound attenuation or easement.

5. The narrative must describe the way, if any, that forecast operations at the airport, including forecast changes that are anticipated to result from planned airport development, will affect the compatibility of land uses depicted on the 5 year map, in support of 150.21(a)(2).

VI. Map Certifications

A. The airport operator is required by 150.21(b) to certify that it has afforded interested persons adequate opportunity to submit their views, data, and comments concerning the correctness and adequacy of the draft noise exposure maps and descriptions of forecast aircraft operations.

B. The airport operator is further required by 150.21(e) to certify that each map (or revised map) and description of consultation and opportunity for public comment are true and complete.

(A and B) It is desirable to have the certifications on a page at the beginning of the airport operator's map documentation; however, no specific format is required by regulation.

Part 150: Sample Federal Register Notices

1. NOISE EXPOSURE MAP NOTICE
2. NOISE EXPOSURE MAP NOTICE: RECEIPT OF NOISE COMPATIBILITY PROGRAM AND REQUEST FOR REVIEW
3. RECEIPT OF NOISE COMPATIBILITY PROGRAM AND REQUEST FOR REVIEW
4. FAA APPROVAL OF NOISE COMPATIBILITY PROGRAM 14 CFR PART 150
5. FAA APPROVAL OF NOISE COMPATIBILITY PROGRAM AND DETERMINATION ON REVISED NOISE EXPOSURE MAPS 14 CFR PART 150
6. TERMINATION OF REVIEW OF NOISE COMPATIBILITY PROGRAM

1. NOISE EXPOSURE MAP NOTICE

AGENCY: Federal Aviation Administration, DOT

ACTION: Notice

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by (name of sponsor) for (name of airport) under the provisions of 49 U.S.C. 47501 et. seq (Aviation Safety and Noise Abatement Act) and 14 CFR Part 150 are in compliance with applicable requirements.

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps is (note 1).

FOR FURTHER INFORMATION CONTACT: (Name, address, and telephone number of FAA contact person).

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for (name of airport) are in compliance with applicable requirements of Part 150, effective (Note 1). Under 49 U.S.C. section 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by (name of sponsor). The documentation that constitutes the "noise exposure maps" as defined in section 150.7 of Part 150 includes: (specify current and forecast NEM graphics, plus all other narrative, graphic, or tabular representations of the data required by section A150.101 of Part 150, and sections 47503 and 47506 of the Act (Note 2)). The FAA has determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on (Note 1).

FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the full noise exposure map documentation and of the FAA's evaluation of the maps are available for examination at the following locations: Federal Aviation Administration (Address of region and/or airports district office) (Name and address of sponsor's contact) Questions may be directed to the individual named above under the heading FOR FURTHER INFORMATION CONTACT.

Issued in (location of region) (date)

Issuing Office signature

(Note 1) - Date of signature of this Federal Register Notice.

(Note 2) - Sections 47503 and 47506 require information on current and forecast: type or frequency of aircraft operations, airport layout, flight patterns, and nighttime operations.

2. NOISE EXPOSURE MAP NOTICE: RECEIPT OF NOISE COMPATIBILITY PROGRAM AND REQUEST FOR REVIEW

AGENCY: Federal Aviation Administration, DOT

ACTION: Notice

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by (name of sponsor) for (name of airport) under the provisions of 49 U.S.C. 47501 et. seq (Aviation Safety and Noise Abatement Act) and 14 CFR Part 150 are in compliance with applicable requirements. The FAA also announces that it is reviewing a proposed noise compatibility program that was submitted for (name of airport) under Part 150 in conjunction with the noise exposure map, and that this program will be approved or disapproved on or before (note 1).

EFFECTIVE DATE: The effective date of the FAA's determination on the noise exposure maps and of the start of its review of the associated noise compatibility program is (note 2). The public comment period ends (note 3).

FOR FURTHER INFORMATION CONTACT: (Name, address, and telephone number of FAA contact person.) Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for (name of airport) are in compliance with applicable requirements of Part 150, effective (note 2). Further, FAA is reviewing a proposed noise compatibility program for that airport which will be approved or disapproved on or before (note 1). This notice also announces the availability of this program for public review and comment.

Under 49 U.S.C., section 47503 (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

(Name of sponsor) submitted to the FAA on (date) noise exposure maps, descriptions and other documentation that were produced during (name of, and dates of, noise compatibility study). It was requested that the FAA review this material as the noise exposure maps, as described in section 47503 of the Act, and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47504 of the Act.

The FAA has completed its review of the noise exposure maps and related descriptions submitted by (name of sponsor). The specific documentation determined to constitute the noise exposure maps includes: (specify current and forecast NEM graphics, plus all other narrative, graphic, or tabular representations of the data required by section A150.101 of Part 150, and sections 47503 and 47506 of the Act (note 4)). The FAA has determined that these maps for (name of airport) are in compliance with applicable requirements. This determination is effective on (note 2). FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or constitute a commitment to approve a noise compatibility program or to fund the implementation of that program.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under

section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

The FAA has formally received the noise compatibility program for (name of airport), also effective on (note 2). Preliminary review of the submitted material indicates that it conforms to the requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before (note 1).

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration (Address of region and/or airports district office)

(Name and address of sponsor's contact)

Questions may be directed to the individual named above under the heading, FOR FURTHER INFORMATION CONTACT.

Issued in (Location of region) (date)

Issuing Office signature

(Note 1) - This date will be 180 days from the date of signature of this Federal Register Notice.

(Note 2) - Date of signature of this Federal Register Notice.

(Note 3) - This date will be 60 days from the date of signature of this Federal Register Notice.

(Note 4) - Sections 47503 and 47506 require information on current and forecast: type or frequency of aircraft operations, airport layout, flight patterns, and nighttime operations.

Requirements for other map data are contained in section A150.101.

3. RECEIPT OF NOISE COMPATIBILITY PROGRAM AND REQUEST FOR REVIEW

AGENCY: Federal Aviation Administration

ACTION: Notice

SUMMARY: The Federal Aviation Administration (FAA) announces that it is reviewing a proposed noise compatibility program that was submitted for (name of airport) under the provisions of 49 U.S.C. 47501 et. seq (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 CFR Part 150 by (name of sponsor). This program was submitted subsequent to a determination by FAA that associated noise exposure maps submitted under 14 CFR Part

150 for (name of airport) were in compliance with applicable requirements, effective (effective date of map determination, and Federal Register citation for date announcement was published, for reference). The proposed noise compatibility program will be approved or disapproved on or before (note 1).

EFFECTIVE DATE: The effective date of the start of FAA's review of the noise compatibility program is (note 2). The public comment period ends (note 3).

FOR FURTHER INFORMATION CONTACT: (Name, address, and telephone number of FAA contact person.) Comments on the proposed noise compatibility program should also be submitted to the above office.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA is reviewing a proposed noise compatibility program for (name of airport) which will be approved or disapproved on or before (note 1). This notice also announces the availability of this program for public review and comment.

An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has formally received the noise compatibility program for (name of airport), effective on (note 2). The airport operator has requested that the FAA review this material and that the noise mitigation measures, to be implemented jointly by the airport and surrounding communities, be approved as a noise compatibility program under section 47504 of the Act. Preliminary review of the submitted material indicates that it conforms to FAR Part 150 requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. The formal review period, limited by law to a maximum of 180 days, will be completed on or before (note 1).

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR Part 150, section 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety or create an undue burden on interstate or foreign commerce, and whether they are reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All comments relating to these factors, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps and the proposed noise compatibility program are available for examination at the following locations:

Federal Aviation Administration (Address of region and/or airports district office)

(Name and address of sponsor's contact)

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT.**

Issued in (Location of region) (date)

Issuing Office signature

(Note 1) - This date will be 180 days from the date of signature of this Federal Register Notice.

(Note 2) - Date of signature of this Federal Register Notice.

(Note 3) - This date will be 60 days from the date of signature of this Federal Register Notice.

4. FAA APPROVAL OF NOISE COMPATIBILITY PROGRAM 14 CFR PART 150

(Name and Location of Airport)

AGENCY: Federal Aviation Administration, DOT

ACTION: Notice

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by (name of sponsor) under the provisions of 49 U.S.C. (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 CFR Part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On (date) the FAA determined that the noise exposure maps submitted by (name of sponsor) under Part 150 were in compliance with applicable requirements. On (date), the FAA approved the (name of airport) noise compatibility program. All (or, as applicable, most or some) of the recommendations of the program were approved. (If applicable, add..."No program elements relating to new or revised flight procedures for noise abatement were proposed by the airport operator.")

EFFECTIVE DATE: The effective date of the FAA's approval of the (name of airport) noise compatibility program is (date signed by FAA Approving Official).

FOR FURTHER INFORMATION CONTACT: (Name, address, and telephone number of FAA contact person). Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the noise compatibility program for (name of airport), effective (date).

Under section 47504 of the Act, an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing non-compatible land uses and prevention of additional non-compatible land uses within the area covered by the noise exposure maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act and is limited to the following determinations:

a. The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

b. Program measures are reasonably consistent with achieving the goals of reducing existing non-compatible land uses around the airport and preventing the introduction of additional non-compatible land uses;

c. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and

d. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office (or FAA regional office) in (location of FAA office).

(Name of sponsor) submitted to the FAA on (date) the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from (date) through (date). The (name of airport) noise exposure maps were determined by FAA to be in compliance with applicable requirements on (date). Notice of this determination was published in the Federal Register on (date, including Federal Register citation for reference).

The (name of airport) study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from (the date of study completion) to (or beyond) the year (date). It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 47504 of the Act. The FAA began its review of the program on (date) and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of new or modified flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained (number of) proposed actions for noise mitigation (on and/or off the airport, as applicable). The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the FAA effective (date).

Outright approval was granted for (all of, or number of, as applicable) the specific program elements. (Describe any elements disapproved or partially approved and reasons for or conditions of such action. Describe approved actions on and off airport in summary form.)

These determinations are set forth in detail in a Record of Approval signed by the (FAA Approving Official) on (date). The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above

and at the administrative offices of the (name of sponsor). The Record of Approval also will be available on-line at <http://www.faa.gov/arp/environmental/14cfr150/index14.cfm>.

Issued in (location of region) (date)

Issuing office signature

**5. FAA APPROVAL OF NOISE COMPATIBILITY PROGRAM AND DETERMINATION ON
REVISED NOISE EXPOSURE MAPS 14 CFR PART 150
(Name and Location of Airport)**

AGENCY: Federal Aviation Administration, DOT

ACTION: Notice

SUMMARY: The Federal Aviation Administration (FAA) announces its findings on the noise compatibility program submitted by (name of sponsor) under the provisions of 49 U.S.C. (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 CFR Part 150. These findings are made in recognition of the description of Federal and nonfederal responsibilities in Senate Report No. 96-52 (1980). On (date) the FAA determined that the noise exposure maps submitted by (name of sponsor) under Part 150 were in compliance with applicable requirements. On (date), the FAA approved the (name of airport) noise compatibility program. All (or, as applicable, most or some) of the recommendations of the program were approved. (If applicable, add..."No program elements relating to new or revised flight procedures for noise abatement were proposed by the airport operator.") The (name of sponsor) has also requested under FAR Part 150, section 150.35(f), that FAA determine that revised noise exposure map (or maps) submitted with the noise compatibility program and showing noise contours as a result of the implementation of the noise compatibility program are in compliance with applicable requirements of FAR Part 150. The FAA announces its determination that the revised noise exposure map (or maps) for (name of airport) for the year (or years) submitted with the noise compatibility program, are in compliance with applicable requirements of FAR Part 150 effective (date of this Federal Register notice). The documentation that constitutes the "noise exposure map (or maps)" as defined in section 150.7 of Part 150 includes: (specify NEM graphics, plus all other narrative, graphic, or tabular representations of the data required by 150.101 and 47503 and 47506 relative to the NEM or NEMs being determined in compliance under this notice (note 1)). The FAA has determined that this (or these) noise exposure map(s) and accompanying documentation are in compliance with applicable requirements.

EFFECTIVE DATE: The effective date of the FAA's approval of the (name of airport) noise compatibility program is (date signed by Associate Administrator). The effective date of the FAA's determination on the revised noise exposure maps is (date of signature on this Federal Register notice).

FOR FURTHER INFORMATION CONTACT: (Name, address, and telephone number of FAA contact person). Documents reflecting this FAA action may be reviewed at this same location.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA has given its overall approval to the noise compatibility program for (name of airport), effective (date), and that revised noise exposure map (or maps) for (revised year(s)) for this same airport are determined to be in compliance with applicable requirements of FAR Part 150.

A. Under section 47504 of the Act, an airport operator who has previously submitted a noise exposure map may submit to the FAA a noise compatibility program which sets forth the measures taken or proposed by the airport operator for the reduction of existing non-compatible land uses and prevention of additional non-compatible land uses within the area covered by the noise exposure maps. The Act requires such programs to be developed in consultation with interested and affected parties including local communities, government agencies, airport users, and FAA personnel.

Each airport noise compatibility program developed in accordance with Federal Aviation Regulations (FAR) Part 150 is a local program, not a Federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Act and is limited to the following determinations:

1. The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;
2. Program measures are reasonably consistent with achieving the goals of reducing existing non-compatible land uses around the airport and preventing the introduction of additional non-compatible land uses;
3. Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government; and
4. Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the navigable airspace and air traffic control systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, section 150.5. Approval is not a determination concerning the acceptability of land uses under Federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for Federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office (or FAA regional office) in (location of FAA office).

(Name of sponsor) submitted to the FAA on (date) the noise exposure maps, descriptions, and other documentation produced during the noise compatibility planning study conducted from (date) through (date). The (name of airport) noise exposure maps were determined by FAA to be in compliance with applicable requirements on (date). Notice of this determination was published in the Federal Register on (date).

The (name of airport) study contains a proposed noise compatibility program comprised of actions designed for phased implementation by airport management and adjacent jurisdictions from (the date of study completion) to (or beyond) the year (date). It was requested that the FAA evaluate and approve this material as a noise compatibility program as described in section 47504 of the Act. The FAA began its review of the program on (date) and was required by a provision of the Act to approve or disapprove the program within 180 days (other than the use of

new or modified flight procedures for noise control). Failure to approve or disapprove such program within the 180-day period shall be deemed to be an approval of such program.

The submitted program contained (number of) proposed actions for noise mitigation (on and/or off the airport, as applicable). The FAA completed its review and determined that the procedural and substantive requirements of the Act and FAR Part 150 have been satisfied. The overall program, therefore, was approved by the FAA effective (date).

Outright approval was granted for (all of, or number of, as applicable) the specific program elements. (Describe any elements disapproved or partially approved and reasons for or conditions of such action. Describe approved actions on and off airport in summary form.)

These determinations are set forth in detail in a Record of Approval signed by the (FAA Approving Official) on (date). The Record of Approval, as well as other evaluation materials and the documents comprising the submittal, are available for review at the FAA office listed above and at the administrative offices of the (name of sponsor). The Record of Approval also will be available on-line at <http://www.faa.gov/arp/environmental/14cfr150/index14.cfm>.

B. The FAA also has completed its review of the revised noise exposure maps and related descriptions submitted by (name of sponsor). The specific maps under consideration are (specify) in the submission. The FAA has determined that these maps for (name of airport) are in compliance with applicable requirements. This determination is effective on (date of signature on this Federal Register notice). FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans.

If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the noise exposure maps and of the FAA's evaluation of the maps, and copies of the record of approval and other evaluation materials and documents which comprised the submittal to the FAA are available for examination at the following locations:

Federal Aviation Administration (Address of region and/or airports district office)

(Name and address of sponsor's contact)

Questions on either of these FAA determinations may be directed to the individual named above under the heading FOR FURTHER INFORMATION CONTACT.

Issued in (location of region) (date)

Issuing office signature

(Note 1) - Sections 47503 and 47506 require information on current and forecast: type or frequency of aircraft operations, airport layout, flight patterns, and nighttime operations.

6. TERMINATION OF REVIEW OF NOISE COMPATIBILITY PROGRAM

Name of Airport, City, State

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces it has terminated its review of the noise compatibility program, at the request of the (name of airport operator), under the provisions of 49 U.S.C. 47501 et. seq (the Aviation Safety and Noise Abatement Act, hereinafter referred to as "the Act") and 14 CFR Part 150 by (name of sponsor).

EFFECTIVE DATE: The effective date of the FAA's termination of its review of the (name of airport) noise compatibility program is (date this Federal Register notice is signed).

FOR FURTHER INFORMATION CONTACT: (Name, address, and telephone number of FAA contact person).

SUPPLEMENTARY INFORMATION: On (date), the FAA determined that the noise exposure maps submitted by the (name of airport operator) were in compliance with applicable requirements and began its review of the noise compatibility program (or substitute after "...requirements." Subsequently, the [name of airport operator] submitted its noise compatibility program for the subject airport to the FAA for formal review which began on [date Federal Register notice was signed announcing receipt and start of formal FAA review of noise compatibility program]). On (date), the (name of airport operator) requested that FAA suspend its review and processing of the noise compatibility program (briefly describe the reason; e.g., pending a reexamination of same element of the program). When the FAA has received revised documentation, FAA will reissue appropriate notice establishing new review and approval periods in accordance with section 150.33(e) of 14 CFR Part 150.

Questions may be directed to the individual named above under the heading: FOR FURTHER INFORMATION CONTACT.

Issued in (Location of region) (date)

Issuing Office signature