

Part 150 Update Process

Presented to the Centennial
Airport/Community Noise
Roundtable

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Federal Aviation
Administration



Airport Noise Requirements

- **Aviation Safety and Noise Abatement (ASNA) Act (49 USC 47501)**
 - Required FAA to standardized and fund airport noise compatibility planning and projects
 - In response, FAA established 14 CFR, Part 50, Airport Noise Compatibility Planning
 - Commonly referred to as “Part 150”



Part 150

- **Voluntary program but required to be eligible for Federal funds**
- **Establishes a system for measuring noise at airports and surrounding areas**
- **Establishes a system for determining exposure of individuals to noise that results from airport operations**
- **Identifies those land uses that are normally compatible with levels of noise exposure**



Part 150 (continued)

- **Provides technical requirements for preparing noise exposure maps (NEMs) and Noise Compatibility Plan (NCP)**
- **Prescribes the noise mitigation measures that FAA must evaluate and approve**
- **Requires the airport sponsor to satisfy the requirements 14 CFR Part 161 (Notice and Approval of Airport Noise and Access Restrictions) for aircraft noise or access restrictions**



FAA Review/Approval

- **FAA ensures –**
 - NEM and NCP comply with Federal standards and do not adversely impact the National Aviation System (NAS)
 - Meet eligibility requirements for Airport Improvement Program (AIP) funds to be used for noise mitigation measures
- **FAA issues a Record of Approval (ROA) that provides a determination of each NCP proposal**
 - ROA indicates only that the actions would, if implemented, be consistent with Part 150 requirements and does not constitute decisions to implement the actions



Centennial NEM/NCP

- In April 2002, Arapahoe County Public Airport Authority requested FAA review of the NEMs and NCP for Centennial Airport
- In August 2003, FAA requested the airport authority submit a revised NCP
- In June 2006, FAA issued the airport authority a grant to revise NEMs
- In November 2007, FAA approved the updated NEMs
- In August 2008, FAA issued a ROA on the Centennial NCP



Centennial NCP

- **The NCP for Centennial Airport includes 12 measures to –**
 - Abate aircraft noise
 - Control land development and prevent non-compatible land uses
 - Implement and update the program
- **FAA approved 8 of the proposed measures, some with conditions**
- **Airport authority has implemented several measures, including the establishment of a noise office and the purchase of noise monitoring equipment**



NCP Revision Process

The Centennial Airport/Community Noise Roundtable proposes to update the Centennial NCP to –

- Ensure NCP remains current and effective
- Revisit some of the disapproved mitigation measures
- Propose new mitigation measures



NCP Revision Process (continued)

Pursuant to 150.23(e)(1), the airport authority must:

- **Re-evaluate/update NEMs**
 - Aviation forecast data (FAA Terminal Area Forecast)
 - Changes resulting from the implementation mitigation measures
 - Any changes to aviation operations, such as runway uses, critical aircraft and changes to air traffic procedures



NCP Revision Process (continued)

- **Submit revised NEMs, if needed**

Revised NEMs can be submitted simultaneously with a NCP but FAA's review of an NCP is contingent on FAA's acceptance of revised NEMs

- **If NEMs are deemed valid, submit a certification letter to FAA with NCP**



NCP Revision Process (continued)

- **Airport authority submits draft NCP and checklist to FAA (Denver Airports District Office)**
- **FAA must accept NEM before formal review of NCP**
- **FAA performs preliminary review of NCP for conformance with Part 150 and provides comments to the airport authority before official submittal**
- **Airport authority conducts advisory committee meetings and public hearings, as appropriate**



NCP Revision Process (continued)

- **Sponsor submits draft NCP to FAA**
- **FAA conducts an internal evaluation for approx. 45 days – based on this review, airport authority revises and resubmit NCP, as appropriate**
- **FAA sends letter to airport authority acknowledging receipt of NCP, which begins the 180-day decision period**



NCP Revision Process (continued)

- **FAA also issues a Federal Register notice to initiate the 60-day public comment period and announce the 180-day decision period**
- **FAA and airport authority address public comments**
- **FAA prepares Record of Approval**
- **Final ROA is published in the Federal Register (<http://www.gpoaccess.gov/fr/>)**



AIP-Eligible Mitigation Measures

- **Title 49, U.S.C., Sections 47501 – 47510, permits FAA to provide funds for projects at both commercial service and general aviation airports to carry out an FAA-approved noise compatibility program (NCP)**
- **AIP-eligible noise compatibility projects are located in areas where aircraft noise exposure is significant, as measured in day-night average sound level (DNL) of 65 decibels (dB) or greater**

AIP-Eligible Mitigation Measures

- **FAA may fund noise mitigation measures in areas of less noise exposure if the airport sponsor adopts a designation of non-compatibility different from the Federal guidelines and this approved by FAA, per Part 150 standards.**
- **FAA approves remedial mitigation measures under Part 150 only for noncompatible land uses that existed as of October 1, 1998. After this date, noncompatible use may only be addressed in an NCP with preventative noise mitigation measures.**

AIP-Eligible Mitigation Measures

Examples of eligible measures:

- **Land acquisition (including relocation assistance)**
- **Avigation easements**
- **Noise insulation**
- **Runway and taxiway construction (including land acquisition, lighting and NAVAIDs)**
- **Noise monitoring equipment**
- **Noise barriers**

AIP-Eligible Mitigation Measures

FAA may approve certain mitigation measures in the NCP as noise beneficial, but are not AIP-eligible, including –

- **Development of new flight procedures, and associated environmental assessments prepared by the FAA, approved in an NCP**
- **Projects which cannot be implemented by an eligible sponsor**
- **Operational or admin. costs of a sponsor's ongoing noise mitigation program**
- **Demonstration programs intended to test the effectiveness of new noise mitigation technology**



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