

Douvo



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: **ACTION:** Altitude Cut-Off for National Airspace
Redesign (NAR) Environmental Analyses

Date: SEP 15 2003

From: Acting Manager, Environmental Programs
Division, ATA-300

Reply to
Attn. of:

To: Regional Airspace Branch Managers

There has been some uncertainty over the cut-off altitude to be used in determining the study areas for NAR environmental analyses. The purpose of this memo is to clarify our position on altitude cut-offs for Air Traffic environmental studies.

On January 17, 2001, the Program Director for Air Traffic Airspace Management, ATA-1, issued a policy memo and related Federal Register notice changing the altitude for Air Traffic Noise Screening. The Office of Environment and Energy conducted a study to determine the cut-off ceiling for Air Traffic noise analysis. The study determined that the noise should be evaluated for proposed changes in arrival procedures between 3,000 and 7,000 feet above ground level (AGL) and departure procedures between 3,000 and 10,000 feet AGL for large civil jet aircraft weighing over 75,000 pounds. (See attachment)

Recent court decisions have indicated that there are circumstances when we should consider evaluating the noise impacts that are caused by aircraft operating above 10,000 feet AGL. We know that changing flight operations above a national park is likely to be highly controversial, and in cases like this, we should consider analyzing aircraft noise impacts between 10,000 feet and 18,000 feet.

Currently there is no reason to analyze aircraft noise above 18,000 feet AGL. Any decision to analyze aircraft noise above 10,000 feet is an exception to our procedures and should be coordinated with ATA-300 at the earliest possible time.

Carl Zimmermann

Attachments