

PART 150 NCP CHECKLIST – PART I

PROGRAM REQUIREMENT	YES	NO	SUPPORTING PAGES/REVIEW COMMENTS
I. Submitting And Identifying The NCP:			
A. Submission is properly identified:			
1. 14 C.F.R. Part 150 NCP?			
2. NEM and NCP together?			
3. Program revision? (To what extent has it been revised?)			
B. Airport and Airport sponsor's name are identified?			
C. NCP is transmitted by airport sponsor's cover letter?			
II. Consultation (including public participation): [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 affected by the NEM noise contours?			
C. Satisfies 150.23(d) requirements by:			
1. Documentation shows active and direct participation of parties in B., above?			
2. Active and direct participation of general public and opportunity to submit their views, data, and comments on the formulation and adequacy of the NCP?			
3. Participation was prior to and during development of NCP and prior to submittal to FAA?			
4. Indicates adequate opportunity afforded to all consulted parties to submit views, data, etc.?			
D. Evidence is included there was notice and opportunity for a public hearing on the final 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. Is there written evidence from the appropriate office within the FAA that the sponsor received informal agreement to carry out proposed 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:			

PART 150 NCP CHECKLIST – PART I

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III. NOISE EXPOSURE MAPS: [150.23, B150.3; 150.35(f)] <i>[CONTINUED]</i>			
1. Map documentation either included or incorporated by reference?			
2. Maps previously found in compliance by FAA?			
3. FAA's compliance determination still valid?			
(a) Existing condition NEM represents conditions at the airport at the time of submittal of the NCP for FAA approval?			
(b) Forecast condition NEM represents conditions at the airport at least 5 years into the future from the date of submittal of the NCP to the FAA for approval?			
(c) Sponsor letter confirming elements (a) and (b), above, if date of submission is either different than the year of submittal of the previously approved NEMs or over 12 months from the date shown on the face of the NEM?			
(d) If (a) through (c) cannot be validated, the NEMs must be redone and resubmitted as per 150.21.			
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. Report the applicable findings in the spaces below after a full review using the NEM checklist and narrative.)			
1. Revised NEMs included with program?			
2. Has airport sponsor requested in writing that FAA make a determination on the NEM(s), showing NCP measures in place, 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. One existing condition and one forecast-year map clearly identified as the official NEMs?			
IV. CONSIDERATION OF ALTERNATIVES: [B150.7, 150.23(e)(2)]			
A. At a minimum, were the alternatives below considered, or if they were rejected was the reason for rejection reasonable and based on accurate technical information and local circumstances?			
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. Voluntary flight procedures			

PART 150 NCP CHECKLIST – PART I

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IV. CONSIDERATION OF ALTERNATIVES: [B150.7, 150.23(e)(2)]			
5. Restrictions described in B150.7 (taking into account Part 161 requirements)			
6. Other actions with beneficial impact not listed in the regulation			
7. Other FAA recommendations (see D, below)			
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: As the FAA staff person familiar with the local airport circumstances, determine whether other actions should be added? (<i>List separately, or on back, actions and describe discussions with airport sponsor to have them included prior to the start of the 180-day cycle. New measures recommended by the airport sponsor must meet applicable public participation and consultation with officials before they can be submitted to the FAA for action. See E., below.</i>)			
V. ALTERNATIVES RECOMMENDED FOR IMPLEMENTATION: [150.23(e), B150.7(c); 150.35(b), B150.5]			
A. Document clearly indicates:			
1. Alternatives that are recommended for implementation?			
2. Final recommendations are airport sponsor'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? (<i>Note: All program recommendations, regardless of whether previously approved by the FAA in an earlier Part 150 study, must demonstrate a noise benefit if the airport sponsor wants FAA to consider the measure for approval in a program update. See E., below.</i>)			
2. Contain description of each measure's relative contribution to overall effectiveness of program?			
3. Noise/land use benefits quantified to extent possible to be quantified? (<i>Note: some program management measures cannot be readily quantified and should be described in other terms to show their implementation contributes to overall effectiveness of the program.</i>)			

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V. ALTERNATIVES RECOMMENDED FOR IMPLEMENTATION: [150.23(e), B150.7(c); 150.35(b), B150.5]			
4. Does each alternative include actual/anticipated effect on reducing noise exposure within noncompatible area shown on NEM?			
5. Effects based on relevant and reasonable expressed assumptions?			
6. Does the document have adequate supporting data that the measure contributes 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 for approval by the FAA:			
1. Does (or could) the restriction affect Stage 2 or Stage 3 aircraft operations (regardless of whether they presently operate at the airport)? (If the restriction affects Stage 2 helicopters, Part 161 also applies.)			
2. If the answer to D.1 is yes, has the airport sponsor completed the Part 161 process and received FAA Part 161 approval for a restriction affecting Stage 3 aircraft? Is the FAA's approval documented? For restrictions affecting only Stage 2 aircraft, has the airport sponsor successfully completed the Stage 2 analysis and consultation process required by Part 161 and met the regulatory requirements, and is there evidenced by letter from FAA stating this fact?			
3. Are non-restrictive alternatives with potentially significant noise/compatible land use benefits thoroughly analyzed so that appropriate comparisons and conclusions among all alternatives can be made?			
4. Did the FAA regional or ADO reviewer coordinate the use restriction with APP-400 prior to making determination on start of 180-days?			
E. Do the following also meet Part 150 analytical standards?			
1. Recommendations that continue existing practices and that are submitted for FAA re-approval? <i>(Note: An airport sponsor does not have to request FAA re-approval if noise compatibility measures are in place from previously approved Part 150 studies. If the airport has implemented the measures as approved in the previous NCP, the measures may be reported and modeled as baseline conditions at the airport.)</i>			
2. New recommendations or changes proposed at the end of the Part 150 process?			
F. Documentation indicates how recommendations may change previously adopted noise compatibility plans, programs, or measures?			
G. Documentation also:			
1. Identifies agencies that are responsible for implementing each recommendation?			

PART 150 NCP CHECKLIST – PART I

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2. Indicates whether those agencies have agreed to implement?			
V. ALTERNATIVES RECOMMENDED FOR IMPLEMENTATION: [150.23(e), B150.7(c); 150.35(b), B150.5] <i>[CONTINUED]</i>			
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? <i>(Note: Revision should occur when it is likely a change has taken place at the airport that will cause a significant increase or decrease in the DNL noise contour of 1.5 dB or greater over noncompatible land uses. See §150.21(d))</i>			