

Part 150: Records of Approval

Chico Municipal Airport, California

Approved on 9/18/96

INTRODUCTION:

The Chico Municipal Airport, Chico, California, (CIC) Noise Compatibility Program (NCP) describes the current and future noise environment at CIC based upon the parameters as established in FAR 150, Airport Noise Compatibility Planning. The NCP includes noise control measures. The city of Chico proposes to continue existing noise mitigation measures and adopt new measures to enhance the airport's compatibility with the community, improve community relations, and prevent the creation of future incompatible land uses.

All proposed measures are included in Chapter III of the NCP. The recommendations below either quote or closely summarize the County's proposed actions. The statements quoted or summarized before the indicated FAA approval, or disapproval, do not represent the opinions or decisions of the FAA.

The approvals listed herein include approvals of actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of FAR Part 150. The approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

NOISE COMPATIBILITY PROGRAM MEASURES

I. Retain Measures Existing Prior to Development of Noise Compatibility Program.

(Pages III-2 through III-3, NCP; Pages II-5, II-6, NCP)

A. Operational Policies

The city of Chico has established airport management and operational policies which have served to control the effects of noise from Chico Municipal Airport operations. These measures are proposed to be retained and are set forth below.

The standard traffic pattern altitude for most aircraft is 1,500 feet MSL. Single engine aircraft must observe a 1,000 foot pattern altitude. Approaching aircraft should maintain as high as possible altitude until commencement of final descent.

Posted signs directing, on departure from Runway 13L, high performance turbojet and heavy propeller driven aircraft to turn to a 080-degree heading until reaching 3,000 feet MSL (Mean Sea Level) to avoid direct overflight of central Chico. Similar signs direct aircraft departing Runway 31R to climb straight out until reaching 3,000 MSL before turning. (Exhibit IV-1, NEM)

Approved. Maintaining these existing operational procedures is approved as voluntary when air traffic and weather conditions permit.

B.Land Use and Development Controls

The city of Chico can influence the policies of cooperating agencies which play various roles in the implementation of land use controls. The city of Chico will work with the Butte County and Butte County Airport Land Use Commission to protect Chico Municipal Airport from encroachment by noise sensitive or other noncompatible land uses. Local agencies will also require aviation easements from all new noise sensitive development in the airport environs.

Zoning. The city of Chico and Butte County have direct responsibility for the planning and zoning of the majority of land within the Chico Municipal Airport environs. As in the past, consideration of such factors as aircraft noise and overflight will continue to be undertaken when reviewing development proposals in the airport environs.

Easement dedication. The city of Chico currently requires the dedication of aviation easements for new noise sensitive land uses within areas impacted by noise levels of CNEL 55dB or greater. (Exhibit V-1, NEM). The city proposes to maintain this requirement. In addition, the Butte County Airport Land Use Commission (ALUC) has adopted the 1978 Airport Environs Plan, Chico Municipal Airport as their comprehensive airport land use plan (ALUP) to provide for the orderly growth of unincorporated areas around the Chico Municipal Airport. The plan does not currently require the dedication of easements.

Approved. This action is within the authority of local government and will result in the prevention of the creation of new incompatible land uses.

II.Implement New Noise Abatement Procedures. **A.Periodic Noise Modeling** (Pages II-4, III-4, NCP)

The City of Chico should prepare updated noise exposure maps for Chico Municipal Airport at key air service milestones to reflect changes in aircraft operational activities and fleet mix.

Approved. This action is within the authority of local government and is intended to prevent the introduction of new noncompatible land uses.

B.Zoning controls (Pages II-5, III-4 through III-8, NCP)

As forecasted noise impacts are less than those forecasted during the development of the 1978 Airport Environs Plan, land use restrictions imposed by said plan will be modified to reflect impact areas as identified in the Noise Exposure Map Report. Specifically, that land use compatibility standards contained in Table 1 of FAR Part 150 will be modified to reflect the relatively low ambient noise levels in the Chico area and be applied to the appropriate noise impact areas. The modified compatibility standards utilize the 60dB CNEL noise contour to determine compatibility as opposed to the 65dB noise contour utilized in FAR Part 150. Said standards are reflected in Table III-1 and implementation areas are depicted in Exhibit III-1.

In response to concerns regarding overflight activity, the development of new residential uses will be prohibited in the area defined in Exhibit III-1 as Zone A. This is the area subject to most low altitude overflight activity. Existing residential uses shall be permitted to remain

in Zone A, and infill of the existing residential area would be allowed only in the area designated Zone A1 (outside of the CNEL 55dB contour). The area defined as Zone B is subject to less intensive overflight activity. In Zone B, no new single family residential uses will be permitted. Any approval of multiple family residential uses in Zone B shall contain conditions requiring the dedication of aviation easements to the airport operator and notification of potential tenants of overflight activity. Zone A and Zone B together represent the defined Overflight Protection Zone (OPZ).

The City of Chico and the Butte County ALUC have adopted the Land Use Plan depicted in Exhibit III-1 and the standards reflected in Table III-1 as the official Airport Land Use Plan for the Chico Municipal Airport (CNEL 60dB as the local deviation from the Federal table contained in 14 CFR Part 150).

Approved. This action is within the authority of local government and is intended to prevent the introduction of new noncompatible land uses.

C.Easement dedication (Pages II-5, III-8, NCP)

While overall noise impact areas are forecasted to be less than predicted in 1978, the areas subject to overflight remain constant due to the lack of change in flight track geometry. Even though these areas may be impacted to a level less than CNEL 55dB, aviation easements will be secured for new noise sensitive uses located in areas subject to overflight. As such both the city of Chico, Butte County, and the Butte County ALUC will adopt policies that require the granting of aviation easements for new noise sensitive land uses beneath both Zones A and B of the defined Overflight Protection Zone depicted in Exhibit III-1. The policy will require that the proponent dedicate an easement combined with a non-suit covenant that attaches to property title as a perpetual deed restriction.

Approved. This action is within the authority of local government and is intended to prevent the introduction of new noncompatible land uses.

D.Height restrictions (Pages III-8, Exhibit III-2, NCP)

Although not a component of the Noise Compatibility Program, the height of objects around airports is a concern that should be addressed. As such, the city of Chico, Butte county and the Butte County ALUC have adopted the FAR Part 77 surfaces, Objects Affecting Navigable Airspace, as the height limit criteria for the airport environs. These restrictions have also been adopted as part of the Butte County ALUC Airport Land Use Plan for Chico Municipal Airport. These surfaces are depicted in attached Exhibit III-2.

Disapproved for the purposes of Part 150. Height restrictions are addressed under 14 CFR Part 77. FAA's decision not to include the height restriction portion of this element in the Part 150 approval does not indicate FAA's disapproval of the measure for Part 77 purposes or reflect on the effectiveness of the height restriction for purposes of aviation safety.

E.Requirement for Notice of Airport Noise (Pages II-5, II-6, III-8, III-9, NCP)

Local planning agencies will encourage the Butte County Board of Realtors to adopt a fair disclosure requirement for the sale or lease of homes or other noise sensitive real property within the Airport Influence Area (AIA) boundary. Whenever such property is offered for sale, rent or lease, the seller, lessor, broker, or agent will notify the prospective owner or tenant that the property is located in an area subject to potentially high levels of aircraft noise. Appendix C contains a sample form of real estate disclosure statement.

Approved. This action is within the authority of local government and will contribute to buyer awareness of noise levels.

F.Requirement for Acoustical Studies Within Areas Subject to Aircraft Noise Levels of CNEL 55dB and Above (Pages III-10, NCP; Exhibit I-2)

The purpose of this measure is to ensure that all proposed new noise sensitive land uses located within the CNEL 55dB noise contour (see Exhibit I-2) will be compatible with both California Noise Insulation Standards and local noise standards.

Title 25 of the California Code of Regulations specifies that proposed new hotels, motels, apartment houses, and dwellings other than detached single-family dwellings within the CNEL 60dB noise exposure area are required to have an acoustical analysis showing that the structure attains an interior noise level of CNEL 45dB.

Local agencies will supplement the provisions of Title 25 by requiring acoustical analyses for single-family detached dwellings within the CNEL 55dB noise contour. Through this process, builders and contractors will be notified early that an acoustical analysis will be required for all new noise sensitive land uses, including single-family homes, as a condition of building permit approval in areas exposed to airport noise levels of CNEL 55dB and above as set forth in the 1997 noise exposure map -- Exhibit III-1.

Approved. This action is within the authority of the local government. This measure is intended to ensure that new residential development exposed to CNEL 55dB and above will be provided with an interior environment of CNEL 45dB or less.

Exhibit I-2 identifies areas within the CNEL 55 dB where this supplemental provision to Title 25 would be implemented.

G.Preferential Approach and Departure Flight Tracks (Exhibit IV-1, NEM; Page II-6, III-11, NCP)

Runway use patterns, driven by meteorological factors, including winds, establish the fact that the great majority of departures occur to the northwest utilizing Runways 31L/R. The area beneath the departure track is sparsely developed with scattered rural residential uses.

Currently, under Visual Flight Rules (VFR) conditions, turbojet and large propeller aircraft departing Runway 13L are requested to turn left to a heading of 080 degrees (magnetic) to avoid overflights of central Chico. This procedure benefits residents along the runway heading who would otherwise be routinely overflown by large aircraft. This procedure cannot be used during Instrument Flight Rule (IFR) conditions due to a lack of required terrain clearance to the east of the airport.

Approved. This action is approved as a voluntary measure when air traffic and weather conditions permit.

H.Flight Procedures (Pages II-7, III-11, NCP)

Correspondence received during the preparation of the Aircraft Noise Exposure Map Report suggested modification to the VOR approach to Runway 31R. Specifically, it was suggested that the glide slope angle of the approach be raised to keep aircraft at higher altitudes during the approach, thus lessening noise impacts. While it must be noted that

VOR approaches utilize a series of step-downs rather than a continuous glide slope angle, the idea of raising the altitudes of the various approach segments does have merit. Whether or not this can be done while maintaining the clearance standards required for instrument approaches must be determined by the FAA.

Currently most traffic pattern activity is located east of Highway 99. Notices will be published in various aeronautical guides either encouraging or restricting traffic pattern activity to that area east of Highway 99. This will insure that overflights at pattern altitudes do not occur west of the highway.

Disapproved pending submission of sufficient information to make an informed analysis. Insufficient information is presented in the NCP to evaluate the effectiveness of these measures.

I. Establish Interagency Coordination Procedures/Maintain Public Information (Pages II-10, III-12, NCP)

The city of Chico will take the lead in formulating an ongoing working relationship with local and regional planning agencies. The Airports Commission should serve as the forum for such procedures.

Approved. This action is within the authority of local government.

J. Signs (Pages II-10, III-12, NCP)

The Airport will post informational signs at the takeoff end of Runways 13L/R of Runways advising pilots of noise abatement procedures and to avoid noise sensitive areas, per the following example:

NOISE SENSITIVE AREAS

Residential area immediately southeast of Airport is noise sensitive. Observe published noise abatement procedures.

Approved. Approval of informational signs can improve community relations and reduce overflights of noise sensitive areas; however, such signs must not be construed as mandatory air traffic procedures. The city should work with local Air Traffic personnel to establish mutually acceptable signage. The content and location of airfield signs are subject to specific approval by appropriate FAA officials outside of the Part 150 process and are not approved in advance by this action.

K. Noise Abatement Advisories (Pages II-10, III-12, NCP)

The Airport will update and distribute noise abatement information to pilots, flight instructors, and fixed base operators consistent with current publications.

Approved. This action is within the authority of local government and will improve noise awareness in the airport user community.

L. Flight Training/Compliance (Pages II-10, II-11, III-12, NCP)

All Chico Municipal Airport flight schools should continue to include noise abatement techniques in their curricula, and the Airport should continue to ensure familiarity with such

procedures and the location of noise sensitive areas through frequent coordination with FBOs and flight schools.

Approved. This action is approved as a voluntary measure and will increase airport user awareness of noise sensitive areas.

M.Increased Pilot Awareness (Pages II-11, III-12, NCP)

The Airport will inform users of the important noise abatement procedures in effect at Chico Municipal Airport.

Approved. This action is within the authority of local government.