

Part 150: Records of Approval

Dillingham Airfield, Mokuleia, Hawaii

Approved on 3/13/01

INTRODUCTION

The Dillingham Airfield, Mokuleia, Hawaii, Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based upon the parameters as established in Federal Aviation Regulation (FAR) Part 150, *Airport Noise Compatibility Planning*. The program recommends one noise abatement measure, one noise mitigation measure, and six land use measures. These measures are summarized in Chapter 7, *Recommended Noise Compatibility Program*, on Pages 7-1 through 7-5 of the NCP.

The measures are identified below by program element and referenced to the NCP by page number. Each element summarizes as closely as possible the airport operator's recommendations as found in the NCP. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determinations do not represent the opinions or decisions of the FAA.

The approvals listed herein include approvals of actions that the state of Hawaii, Department of Transportation, Airports Division 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 the Part 150. These approvals do not constitute decisions to implement the actions. These approvals do not constitute a commitment by the FAA to provide federal financial assistance for these projects. Later decisions concerning possible implementation of the actions may be subject to applicable environmental or other procedures or requirements.

1 - NOISE ABATEMENT ELEMENTS

1. Voluntary noise abatement measure. (Page 7-1, Sec. 7.1)

Description of element: The State of Hawaii, Department of Transportation, Airports Division (DOTA) should seek voluntary cooperation from the aircraft pilots to fly over the open (green) spaces and the ocean to reduce the single event noise impacts. Those aircraft which depart the Airfield through the parachute jump zone should maintain a course mauka (south) of Farrington Highway until a turn toward the ocean can be made over a non-noise sensitive land use. In addition, the DOTA should remind the pilots of the existing noise sensitive areas and the DOTA's *Hawaii Airports and Flying Safety* manual states that overflights of these areas should be avoided. Changing the aircraft's flight patterns for arriving and departing aircraft would significantly reduce single event noise exposure, especially if routed over areas that are less sensitive to noise, or if the amount of time an aircraft flies at low altitudes over noise-sensitive areas is reduced. Other factors, such as airport congestion, induced delay, flight route, and safety, must be considered in determining the feasibility of changing the flight patterns.

FAA Action: Approved as a voluntary measure: Approval of language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval. Signs and other publications must not construe the procedure as mandatory.

2 - NOISE MITIGATION ELEMENTS

1. Sound attenuation of impacted residence. (Page 7-1, Sec. 7.1)

Description of element: The DOTA allows the Airfield Manager to live on the Airfield. As the house is within the 60 DNL, it is recommended that the house be soundproofed to an interior noise level of 45 DNL. In addition, as the noise contours do not reflect the military aircraft noise from their nighttime operations, actual noise levels should be used in the design of the acoustical soundproofing.

FAA Action: APPROVED. The FAA considers sound attenuation as a desirable noise remedy to diminish noise to the human ear. However, this approval does not constitute a commitment by the FAA to provide federal financial assistance for this project.

3 – LAND USE ELEMENTS

1. Comprehensive Planning and Zoning. (Page 7-2, Sec. 7.2)

Description of element: Use Comprehensive Planning and Zoning to maintain compatible land use. Prohibit zoning changes which will change a compatible land use into an incompatible land use. However, if the community determines that there is a need for new housing in an area exposed to noise levels of 60 to 65 DNL, then the City and County of Honolulu, and the State of Hawaii-Land Use Commission, should require an avigation easement to DOTA and acoustical treatment. DOTA should request that any new residential developments have lesser densities (i.e. larger size lots), as general aviation operations vary greatly and overflights may be more common.

FAA Action: APPROVED: The FAA prefers that no noncompatible development take place within the noise exposure map contours. Remedial noise mitigation for new construction that takes place after October 1, 1998, would not be approved under Part 150.

2. Avigation Easements. (Page 7-2, Sec. 7.2)

Description of element: Acquiring Avigation Easements from land owners that presently have compatible land but may become incompatible due to future development. The acquisition of avigation easements will maintain the operational characteristics of the Airfield. The key areas are those lands directly under the aircraft flight tracks.

FAA Action: APPROVED for those areas within the Noise Exposure Map contours. This approval does not constitute a commitment by the FAA to provide federal financial assistance for this project. The FAA prefers that no noncompatible development take place within the noise exposure map contours.

3. Development Rights. (Page 7-3, Sec. 7.2)

Description of element: Acquiring Development Rights from land owners which presently own land that has a compatible land use. Acquisition of the development rights by the Airport operator will ensure that the land will be developed in accordance to the airport operator's FAR Part 150

Noise Compatibility Program. The key areas are those lands directly under the aircraft flight tracks.

FAA Action: APPROVED for those areas within the Noise Exposure Map contours. This approval does not constitute a commitment by the FAA to provide federal financial assistance for this project. The FAA prefers that no noncompatible development take place within the noise exposure map contours.

4. Land Banking. (Page 7-4, Sec. 7.2.2)

Description of element: Land Banking will allow DOTA to purchase, in fee, existing compatible properties to ensure that these properties would remain compatible land uses. The DOTA could lease these properties to lessees who would use the properties for compatible land uses. The key areas are usually those directly under the aircraft flight tracks.

FAA Action: DISAPPROVED pending submission of additional information. Additional information is required by the FAA to make an informed decision regarding this measure's effectiveness in meeting the goals of FAR Part 150 to reduce incompatible land use and prevent the introduction of new noncompatible land uses. The sponsor should be able to demonstrate that the property is located within the Noise Exposure Map contours, is in imminent danger of being developed non-compatibly, that local controls are insufficient to prevent incompatible development, and that acquisition of this land is necessary to prevent noncompatible land uses, consistent with Part 150 approval criteria.

5. Subdivision Regulations. (Page 7-4, Sec. 7.2)

Description of element: Subdivision Regulations should be reviewed and modified to require the granting of avigation easements for new developments within the airport environs. Also, the lot sizes for the future residential development should be larger to decrease the potential impact of aircraft overflights, as the aircraft flight tracks using the Dillingham Airfield are widely dispersed.

FAA Action: APPROVED: The FAA prefers that no noncompatible development take place within the noise exposure map contours.

6. Tax Incentives. (Page 7-4, Sec. 7.2)

Description of element: The use of Tax Incentives to maintain compatible land use would require modification of the current tax policy that would discourage the conversion of facilities, such as golf courses, to more intensive uses by offering preferential tax treatment for compatible land uses. Although this is probably more favorable than outright acquisition through land banking, it would require working with the City and County of Honolulu to modify the property tax schedule.

FAA Action: APPROVED: