

Part 150: Records of Approval

Ianai Airport, Ianai City, Hawaii

Approved on 11/27/00

INTRODUCTION

The Lanai Airport Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based upon the parameters as established in FAR Part 150, *Airport Noise Compatibility Planning*. The program recommends three (3) program management measures. These measures are summarized on Page 5-1 of the NCP.

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

The approvals listed herein include actions that the airport operator 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.

1 - NOISE ABATEMENT ELEMENTS

1. Publication and implementation of an informal runway use program. (Volume II, Final Report, FAR Part 150 Airport NCP, Page 4-3, 5-1)

Description of element: The State DOT should draft its proposed informal preferential runway use program and send it to the FAA for modification and/or approval. If the program is approved by the FAA, the State DOT should adopt it in its Airport Rules and Regulations. The proposed runway use program (weather, safety, and traffic conditions permitting) should, request that all fixed wing aircraft consider use of Runway 21 for departures and Runway 3 for landings during calm wind conditions; should advise airport users that the Lanai City, Kaumalapau Harbor, and Manele Bay areas are noise sensitive; and should request that overflights of noise sensitive areas by fixed and rotary wing aircraft be minimized. The locations of noise sensitive areas in relationship to the airport should also be shown on a map and published with the Informal Preferential Runway Use Program.

FAA Action: APPROVED as a voluntary measure only. Approval of language or inclusion of any inserts to FAA tower procedures is subject to separate FAA Air Traffic approval and is not approved in the Record of Approval. Signs and other publications must not construe the procedure as mandatory.

2 - NOISE MITIGATION ELEMENTS

1. Continue monitoring of development proposals in Lanai Airport environs, disclosing airport Noise Exposure Maps to the community. (Volume II, Final Report, FAR Part 150 Airport NCP, Page 4-4, 4-5, 5-1)

Description of element: The State DOT should monitor development proposals which may be impacted by airport noise and frequent flyovers by aircraft operating at Lanai Airport. Appropriate responses and disclosures should be provided by the State DOT during the land reclassification or rezoning process. In addition, the State DOT should provide updated Noise Exposure Maps, as they are available, to all interested parties. If the broader public interest requires that new noise sensitive land uses be located within the airport noise contours, the State DOT should insure that all measures (sound attenuation treatment, easements, adequate disclosures, etc.) are taken to minimize future land use incompatibilities and adverse noise impacts, potential litigation, and additional noise mitigation costs to the State DOT.

FAA Action: APPROVED. The Federal government has no authority to control local land use; the local government has the authority to implement this measure. The FAA strongly encourages all available means to prevent the introduction of new noncompatible development.

3 - PROGRAM MANAGEMENT ELEMENTS

1. Annually monitor aircraft noise levels and operations at Lanai Airport and conduct public informational meetings on the progress of the Part 150 Program. (Volume II, Final Report, FAR Part 150 Airport NCP, page 5-1)

Description of element: The State DOT should annually monitor aircraft noise levels and the level of activity at Lanai Airport to determine if significant and unexpected changes have occurred to the base year NEM, and to determine if the Part 150 Program is being successfully implemented. These results should be provided at annual public informational meetings to discuss the progress of the Part 150 plan and to educate and inform airport users and the affected communities. Discussions with airport users regarding community complaints associated with airport operations should also be included in these annual reviews. Recommendations for updating the NEMs and Part 150 program should also be provided if unexpected changes occur before the 5-year period which significantly affect the land use compatibility situation around Lanai Airport, and/or the noise abatement cost assumptions used in the development of the current plan.

FAA Action: APPROVED.