

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL

14 CFR PART 150 NOISE COMPATIBILITY PROGRAM

GENERAL WAYNE A. DOWNING PEORIA INTERNATIONAL AIRPORT

PEORIA, ILLINOIS


Chicago Airports District Office
Acting Manager

9/8/09
Date

Concur

Nonconcur


Great Lakes Region
Office of Regional Counsel
Environmental Attorney

9/15/09
Date

Concur

Nonconcur


Great Lakes Region
Airports Division Manager

9/16/09
Date

Concur

Nonconcur

RECORD OF APPROVAL
GENERAL WAYNE A. DOWNING PEORIA INTERNATIONAL AIRPORT
NOISE COMPATIBILITY PROGRAM

INTRODUCTION

The Noise Compatibility Program (NCP) for General Wayne A. Downing Peoria International Airport, Peoria, Illinois, describes the current and future non-compatible land uses based upon the parameters as established in FAR Part 150, Airport Noise Compatibility Planning. The Metropolitan Airport Authority of Peoria recommended ten (10) measures in its NCP to remedy existing noise problems and prevent future non-compatible land uses.

Each measure of the recommended NCP is identified below, which includes a summary of the airport operator's recommendations (Issues), the category of the measure (Land Use, Noise Abatement, and Program Management) and a cross reference to page numbers in the NCP where each measure can be found. The current Noise Exposure Map (NEM) (existing 2006) and forecast NEM (2012) are found on Exhibit 7-4 and Exhibit 8-1, respectively. Section 9 deals with recommended noise abatement strategies and land use strategies, along with the program management recommendations. Section 10 describes the priority for each recommendation.

The approvals listed herein include approvals of actions that the airport recommends be taken by the Federal Aviation Administration. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These 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.

The recommendations in the Record of Approval summarize as closely as possible the airport operator's recommendations in the NCP. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

The sponsor has certified that the 2006 NEM and the future 2012 NEM were presented at the public hearing and are representative of the current contours..

NOISE ABATEMENT MEASURES

Issue One, Preferential Runway use Program (pages 9-5 and 10-1)

The Airport will continue the use of the preferential runway use program included in the previous Part 150 study, which was implemented on a voluntary basis. The original Part 150 study indicated a suggested preferential runway use percentage of 70/30 on Runway 13/31.

FAA Determination: Approved as voluntary. For reasons of aviation safety, this approval does not extend the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds (the FAA notes that the PIA NCP does not include

such thresholds). The program would assist in shifting aircraft noise to less populated areas in the northwest and southwest.

Issue Two, Turbojet Aircraft Maintain Runway Heading up to 3,000 feet MSL (pages 9-6 and 10-2)

The Airport will continue the use of the runway heading as included in the previous Part 150 study, which was implemented on a voluntary basis. The Airport would request that departing turbo-jet aircraft, when possible, maintain runway heading until reaching an altitude of 3,000 feet MSL.

FAA Determination: Approved as voluntary. Maintaining runway heading on departure will confine the aircraft noise footprint to a smaller area.

LAND USE MEASURES

Issue Three, Purchase Assurance/Sales Assistance Program (pages 9-10 and 10-2)

The Airport will offer to purchase homes within the 65 DNL contour on a voluntary basis. Once purchased, the homes would be sound insulated and then resold on the open market with a noise and aviation easement placed on the property title.

In the event that a property owner within the 65 DNL chooses to sell their property to someone besides the Airport, the Airport will also ensure that the land owner receives fair market value for their property by paying the difference between the appraised value of the property and the final purchase price. In this scenario, the Airport sponsor would also receive an aviation easement from the seller with the buyer's knowledge.

FAA Determination: Approved as voluntary. The measure will be performed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) and the FAA's Advisory Circular AC150/5100-17 – Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects.

Issue Four, Acoustical Treatment Program (pages 9-11 and 10-2)

The Airport will sound attenuate, on a voluntary basis, residences within the 65 DNL contour, to the east of the airport along Airport Road, where acquisition is not feasible or preferred and which are economically feasible to attenuate. Approximately 22 homes are within the 65 DNL noise contour and are located along Airport Road. These homes contribute to the character and composition of the residential subdivision and the Airport sponsor does not recommend acquisition and removal of the homes.

FAA Determination: Approved as voluntary. A pilot program would be instituted to determine, through acoustical surveys, what type of sound attenuation is necessary to reduce noise levels to achieve at least a maximum 45dB interior noise level.

Issue Five, Avigation Easements (pages 9-12 and 10-2)

The Airport would purchase an avigation easement for compensation to property owners for the impacts related to aircraft operations and for restrictions to prevent future incompatible development of the property. This measure is included in Issue Three above.

FAA Determination: Approved as voluntary.

Issue Six, Land Acquisition (pages 9-12, 9-13 and 10-3)

The Airport will offer to purchase homes within the 65 DNL contour, to the northwest of the airport, on a voluntary basis. The residences would be removed after acquisition. The airport could then sell or lease the property for a compatible use.

FAA Determination: Approved as voluntary. Approximately 13 homes, to the northwest of the airport, would be eligible for this home purchase option. The measure will be performed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act (Uniform Act) and the FAA's Advisory Circular AC150/5100-17 – Land Acquisition and Relocation Assistance for Airport Improvement Program Assisted Projects.

Issue Seven, Comprehensive Planning (pages 9-13, 9-14, 9-15 and 10-4)

The Airport will encourage the local jurisdictions to develop comprehensive plans for the land use surrounding PIA in order to discourage incompatible development and to encourage or maintain compatible land uses.

FAA Determination: Approved

Issue Eight, Zoning Modifications (pages 9-15, 9-16, 9-17 and 10-4)

The Airport will encourage local jurisdictions to review their current zoning ordinances and consider implementing airport overlay zone or performance standard within the 60 DNL. Performance standards could include: conversion of land to an airport compatible zoning use upon acquisition, or restriction of re-zoning incompatible land to compatible land uses.

FAA Determination: Approved

Issue Nine, Subdivision Regulations (pages 9-17, 9-18 and 10-4)

The Airport will encourage the local jurisdictions to adopt subdivision regulations that would limit the development of residential subdivisions within the 60 DNL contour.

FAA Determination: Approved

Issue Ten, Building Code Modifications/Amendments (pages 9-18 and 10-4)

The Airport would encourage building code modifications where the governing body was not able to implement land use, zoning, or subdivision regulation control measures to discourage incompatible development.

FAA Determination: Approved

PROGRAM ELEMENT MEASURE

Issue Eleven, Educational Measures (pages 9-9, 10-4 and 10-5)

The Airport would implement educational measures that would include: publication of advisories in the Airport Facilities Directory; publication of advisories on the Airport's website and other aviation specific websites; establish an informal noise management committee, comprised of operators and any other interested parties, to monitor noise issues at PIA; distribute pamphlets on the noise abatement procedures to airport operators; and install airfield signage referring to the noise abatement procedures.

FAA Determination: Approved