

Part 150: Records of Approval

Louisville International Airport, Louisville, Kentucky

Approved on 5/14/04

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

The recommendations below summarize as closely as possible the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. 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 Noise Compatibility Program (NCP) for Louisville International Airport is divided into three interrelated types of measures: the Noise Abatement Measures (primarily operational), the Noise Mitigation Measures (land uses), and the Program Management Measures. These recommendations are documented in Chapter 11, Volume 1, Federal Aviation Regulation (FAR) Part 150 Noise Study Update.

I. NOISE ABATEMENT MEASURES

(Air Traffic Measures)

NA-1: Maintain South flow runway preference. This measure would continue the current daytime preference for south flow when wind conditions permit except as revised in measure NA-3 below. (pages 8-6 & 7, table 8-2, & table 11-2).

(Previous ROA, Measure NAA #7.3 in the 1994 & 1995 ROAs)

FAA Action: Approved as voluntary. This measure continues a previously approved measure that places flights over areas to the south that are less densely populated.

NA-2: Reverse East-West preference (Day and Night). Reverse the current runway use program to prefer the west runway. The trigger of 3 aircraft in the landing or departure queue currently used to direct air traffic to both runways would be retained. (pages 8-6, 8-49 thru 8-53, 8-79, table 8-2, & table 11-2). This measure would reduce the noise impacts within the DNL 65 contour to about 2,175 residents and 1,079 dwelling units but would increase noise over the University of Louisville, Old Louisville and neighborhoods to the northwest. Because students at U of L were not included in the impact analysis the number of students experiencing noise impacts are not known. The measure, if combined with Measure NA-7, would take advantage of a corridor of compatible land uses immediately north of the airport.

FAA Action: No action required at this time. This measure relates to flight procedures under 49 U.S.C. section 47504(b). A technical analysis of this measure in concert with Measures NA-3 and NA-7, and an environmental analysis, are required to determine its feasibility and environmental impacts. The FAA also will determine during any follow-on analysis whether the measure provides an overall net benefit to populations impacted, including the U of L, a requirement for approval under Part 150.

NA-3: Morning North flow Preference; Revision of Existing Measure NA-1. In conjunction with the offset approach and departure recommendation (NA-7), reverse the normal daytime runway use preference from south flow to north flow during morning hours 9:30 a.m. to 12:30 p.m. to minimize overflights of the University of Louisville and residential areas to the north of the airport. (page 8-79, table 11-2). There are more aircraft arrivals than departures during this period at SDF.

FAA Action: No action required at this time. This measure relates to flight procedures under 49 U.S.C. section 47504(b). A technical analysis of this measure in concert with Measures NA-2 and NA-7, and an environmental analysis, are required to determine its feasibility and environmental impacts. Implementation of this measure would be in conjunction with NA-2 and NA-7 if approved. (This measure would modify measure NAA 7.1 in the 1995 ROA.)

NA-4: Southbound Divergence According to Destination; Continuation of Existing Air Traffic Control procedure. (page 8-83, table 8-2, table 11-2 and supplemental table 11-2). Continue the current practice of obtaining necessary divergence between aircraft departing to the south by assigning aircraft to departure tracks based on their route of flight.

FAA Action: Approved as voluntary. This is a continuation of a previously approved measure. The NCP states that no other tracks to the south would provide a greater noise benefit.

NA-5: Maintain Contraflow Program; Continuation of Existing ATC Procedure. Contraflow at SDF means that arrivals between 10:00p.m. and 7:00 a.m. are to the north and departures are to the south (subject to weather, wind and operational demand). (pages 8-7, 8-64, table 8-2, & table 11-2). This directs air traffic south of the airport over southern Jefferson and Bullitt counties which are less densely populated and where mitigation (relocation) measures have been and continue to be implemented.

FAA Action: Approved as voluntary. This measure is a combination of previously approved measures 7.1, 7.3 and 7.5 in the 1995 ROA and would help reduce the DNL 65 dB noise contour to the north over noise-sensitive areas.

NA-6: Reduce exceptions to contraflow; Enhancement of existing measure. (pages 8-64, 8-42, 8-91, table 8-2 table 11-2, & supplemental table 11-2). Airport owner would work with airlines to adjust arrival and departure times for scheduled flights to more closely conform to normal peak arrival and departure periods.

FAA Action: Disapproved for purposes of Part 150. The FAA disapproves reducing exceptions to contraflow. Contraflow requires departing aircraft to be "aimed" directly at arriving aircraft, and greater use increases the potential for loss of separation between arriving and departing aircraft. This could cause substantial delay. This disapproval under Part 150 does not prohibit airport management from seeking cooperation from the airlines to adjust schedules on a voluntary basis to more closely conform to normal peak periods. Scheduling changes that reduce exceptions to contraflow will require consultation with FAA's Air Traffic office to determine whether they impact aircraft operational safety.

NA-7: Use an Offset Departure from Runway 35L and Offset Approach to Runway 17R. (pages 8-61, 8-74, 8-81, table 8-2, & table 11-2). This measure is to take advantage of an industrial

corridor to the northwest of the runway to reduce the adverse effects of the recommended change in preferential use of the east and west runways (Measure NA-2). Aircraft not equipped with GPS/FMS would require installation of a Localizer type directional aid (LDA). It is assumed that a Local Area Augmentation System (LAAS) would be required for a Global Positioning System (GPS) approach. This measure would remove about 423 homes north of the airport from the DNL 65 contour.

FAA Action: No action required at this time. This measure relates to flight procedures under 49 U.S.C. section 47504(b). A technical analysis of this measure in concert with Measures NA-2 and NA-3, and an environmental analysis, are required to determine its feasibility and environmental impacts. FAA is concerned that adoption of the arrival portion of this measure would reduce runway arrival capacity by approximately one-third when the offset approach is in use. While we do not object in principle to the departure procedure as a voluntary measure, the NCP does not provide separate analysis for the departure procedure alone. The FAA will review the study results to determine whether this measure is feasible. At present, when parallel approaches are being conducted, current procedures allow for lateral separation of 2 miles between two aircraft landing on the parallel runways. Using an offset approach to RWY 17R, this separation standard would increase to 3 miles.

NA-8: Designate departure and arrival flight tracks to be used by all turbojet and applicable turboprop aircraft weighing over 12,500 pounds. These measures have the effect of reducing the width of noise contours and noise exposure as measured in grid point analyses by reducing aircraft dispersion around the existing flight tracks (New Measure). (pages 8-9 & 10, 8-61, 8-84 thru 8-86, table 8-2 & table 11-2). Conformance to recommended noise abatement flight tracks by non GPS/FMS or RNAV equipped aircraft would require the installation of navigational aids to define each course segment.

FAA Action: Approved in part, as voluntary. Airport management may work with SDF ATCT to designate flight tracks within existing approved corridors. FAA's Flight Standard's office (ESO-31) must review these procedures before they may take effect.

This measure is disapproved for new noise abatement flight tracks outside of existing corridors. It is noted that there is no request in this NCP for FAA approval, or a commitment by FAA, to install NAVAIDS to be used as departure navigational aids. At this time, FAA has suspended RNAV departure procedure development.

NA-9: Assign GPS/FMS or RNAV equipped aircraft to defined FMS/GPS Departure and Arrival Flight Tracks for Turbojet and Military Aircraft (New Measure). (pages 8-9 7 10, 8-62, 8-87, table 8-2, & table 11-2). The tracks recommended for this measure are generally consistent with those defined in Measure NA-8 above but are defined using area navigation (RNAV) capabilities, either satellite or ground based to reduce or eliminate the need for additional ground based facilities to define tracks.

FAA Action: Approved in part, as voluntary. Flight tracks may be defined within existing or approved flight corridors. There are a number of actions necessary to implement the recommended ANAV procedures. Most of the required actions are the responsibility of FAA, primarily its Air Traffic Division.

This measure is disapproved for new noise abatement flight tracks outside of existing corridors. There is no request for approval in this NCP, nor any commitment by FAA, to install NAVAIDS to be used as departure navigational aids. At this time, FAA has suspended RNAV departure procedure development.

NA-10: FMS/GPS Departure and Arrival Flight Tracks for Turboprop Aircraft weighing over 12,500 pounds (New Measure). (pages 8-9 & 10, 8-62, 8-87, table 8-2, & table 11-2). Place FMS/GPS equipped turboprop aircraft on different departure tracks from those defined for turbojet aircraft in Measure NA-9 to minimize impact on departure capacity. This is to reduce aircraft dispersion around the existing flight tracks. Direct routes or earlier turns would be provided consistent with noise abatement goals to enhance conformance.

FAA Action: Approved in part, as voluntary. Flight tracks may be defined within existing or approved flight corridors. This measure is disapproved for new noise abatement flight tracks outside of existing corridors.

NA-11: Request FAA ATCT to require all aircraft to intercept the runway centerline at or beyond the initial approach fix. (pages 8-11, 8-63, 8-88, table 8-2 & table 11-2). Compliance with this measure would require limiting use of visual approaches that do not conform to the approach paths defined by the instrument approaches and result in arriving aircraft intercepting the glide slope at higher altitudes.

FAA Action: No action required at this time. This measure relates to flight procedures under 49 U.S.C. section 47504(b). A technical evaluation on feasibility and environmental impacts should examine the measure's effects on aircraft safety, capacity, and efficiency.

NA-12: Request FAA to publish a Standard Instrument Departure (SID) Procedure for each runway to be used in all weather conditions, including VFR conditions (New Measure). (pages 8-10, 8-15, 8-102, table 8-2, & table 11-2). SIDs would be developed to enhance conformance to the recommended noise abatement departure procedures. These procedures would include instructions for following each segment of proposed departure flight tracks based on navigational equipment available. Inclusion of the ANAV would reduce dispersion of aircraft over noncompatible land uses.

FAA Action: No action required at this time under 49 U.S.C. section 47504(b). This measure is to publish SIDs for flight procedures proposed in the NCP. The FAA has deferred action on those flight procedures because they require additional technical and other analyses.

Implementation of this measure would be subject to: FAA approval of the proposed equipment to be used; development of the procedures in conjunction with airlines operating at SDF (primary carriers); and development of special charting and flight-testing. The FAA notes that there is no request in this NCP for FAA approval, or a commitment by FAA, to install NAVAIDS to be used as departure navigational aids. Not all air carrier aircraft would be equipped with devices that would allow them to utilize these procedures.

NA-13: Request FAA to publish a Standard Terminal Arrival Route (STAR) for each runway to be used in all weather conditions including VFR conditions (New Measure). (pages 8-11, 8-13, 8-103, table 8-2, & table 11-2). These procedures would include instructions for following each segment of proposed arrival flight tracks based on navigational equipment available.

FAA Action: No action required at this time. This measure relates to flight procedures under 49 U.S.C. section 47504(b). The FAA has deferred action on noise abatement approach procedures that would use the recommended STARs (NA-7, NA-11). The FAA notes that STAR guidance typically terminates 15-20 miles from the airport, and may be of little value in reducing noise. The results of the required studies for the deferred measures should specify changes to impacts and benefits so that FAA can make an informed determination under Part 150.

NA-14: As part of an ongoing noise management program, extend noise abatement flight tracks beyond those identified in Measures NA-8 through NA-11 (New Measure). (page 8-97, table 8-2,

& table 11-2) This would enable aircraft operators to conform more closely to recommended flight tracks over noise sensitive areas that are beyond the noise contours. Implementation would require more detailed information on the land uses affected and the effects on airspace and air traffic control than is possible in this [part 150] study. Development of flight procedures should be conducted in consultation with FAA, aircraft operators, and members of potentially affected communities.

FAA Action: No action required at this time. This measure relates to flight procedures under 49 U.S.C. section 47504(b). There is insufficient information to determine either the noise benefits or operational impacts of extending the flight tracks. Environmental analysis would be required. This measure attempts to address impacts outside of the DNL 65 dB noise contour. Because it could introduce operational delay, analysis should show how any additional aircraft operational delay is offset by the expected benefits in those areas.

NA-15: Elimination of early descent (New Measure). (No analysis found in NCP) Current approach procedures allow aircraft to descend to the initial approach altitude prior to the initial approach point if directed by ATC. Under this measure, RAA would discourage ATC from directing descents earlier than required to maintain a constant rate of descent to the initial approach while maintaining adequate safety margins.

FAA Action: Disapproved. This measure, if changed as described, would have the effect of "prohibiting descents" rather than "discourage descents" below the minimum, published altitude at those fixes. Any aircraft, including smaller fixed-wing and helicopters operating from any nearby base of operations would be required to climb to a minimum of the published altitude for any given fix until reaching that fix. The existing 2500' authorization for reduced altitudes was added at ATC's request for operational efficiency.

Requiring aircraft to remain at or above 5000 feet would remove two IFR altitudes (3000 and 4000 feet) from ATC use, effectively reducing airspace by 25%. Implementing this proposal would restrict the ability of ATC to perform functions in a safe efficient manner. The NCP acknowledges, at page 8-10, that "In practice, modification to approach procedures are likely to entail unacceptable reductions in safety margins."

(Operator Procedures)

NA-16: Request the airlines serving the airport to use the FAA Distant Noise Abatement Departure Procedure in Advisory Circular (AC) 91-53A, Noise Abatement Departure Procedure. (pages 8-13 thru 8-15, 8-93, table 8-2, & table 11-2) This measure would benefit areas exposed to departure noise of DNL 65+ from Runways 35R, 35L, and 17L.

FAA Action: Approved as voluntary. RAA can request the airlines follow the Distant Noise Abatement Procedure.

NA-17: Continue Airport regulation restricting aircraft engine run-ups to certain hours and locations. (pages 8-29, 8-95, table 8-2, & table 11-2)

FAA Action: Approved. FAA approved as noise beneficial in 1994 the following run-up measures in the RAA's previous Part 150 submittal:

§ Require RAA pre-approval to conduct static run-ups between 9:00 p.m. and 7:00 a.m.

§ Require run-ups lasting more than 1 minute to be conducted on the south end of Runway

§ Require run-ups lasting more than 1 minute to be conducted on the east parallel taxiway at the south end of Runway 17R/35L

NA-18: Limit use of North runway extension to aircraft needing full runway length and use south extension for departures to the north.

FAA Action: Disapproved pending submission of additional information to make an informed analysis. FAA's 2003 Finding of No Significant Impact for the proposed north runway extension included a mitigation commitment that only aircraft requiring the full runway length for departures would use *either* runway extension. The ATCT has granted a waiver allowing some procedures based on the runway being declared departure only between the hours of 3:30 AM to 6:00 AM local time. The NCP speculates, but does not show, how this measure is more noise beneficial than that included in the 2003 FONSI. Changes to operational procedures also would require environmental analysis.

II. NOISE MITIGATION MEASURES

These recommended measures would continue the ongoing property acquisition program and would expand the program to include noise insulation or soundproofing for residential and noise-sensitive public uses. Recommended noise mitigation measures include remedial, preventive, and compensatory measures. The NCP states that implementation of some measures would be dependent upon the availability of noise program funding through FAA grants and the ability of the RAA to devote the necessary matching funds for these programs.

Any new noncompatible development that takes place after October 1, 1998, normally is not eligible for approval under Part 150 for remedial mitigation, and is not included in any approval of the following land use measures. The location of noise sensitive structures described below may change in relation to the noise contour due to FAA disapproval and no action decisions in this ROA. If the overall approved NCP would yield maps different from those previously submitted to the FAA and determined in compliance with Part 150, Section B150.3 requires revised maps.

Remedial Measures

These measures would be implemented by the RAA to reduce or otherwise mitigate the effect of noise that cannot be eliminated through the aircraft operational/abatement measures.

M-1: Continue the current Voluntary Residential Acquisition Program including the Innovative Housing Program. (pages 9-2, 9-7, 9-34, table 9-2, & Table 11-2)

FAA Action: Approved. Voluntary acquisition must comply with the Uniform Relocation and Real Property Acquisition Policies Act in order to be eligible for Federal funding. (Approved as measure LU #11A, #11B, & #11C in ROA 1994 and amended in ROA 1995.)

M-2: Expanded Voluntary Residential Acquisition within the DNL 65 db to the south of the airport that will continue to be exposed to significant noise levels in 2008. (pages 9-2,9-7, 9-35, table 9-2, & table 11-2)

FAA Action: Approved. Voluntary acquisition must comply with the Uniform Relocation and Real Property Acquisition Policies Act in order to be eligible for Federal funding. (Expansion of measure LU #11C, ROA 1995.)

M-3: Provide soundproofing in residential areas within the DNL 65 db contour to the north of the airport. Eligibility of individual structures would depend on the feasibility of achieving at least a

5.0 db noise level reduction as required by FAA. (Pages 9-9, 9-35, table 9-2, & table 11-2) (Measure LU#11 in ROA 1995 and considered in the LAIP EIS but not implemented with new runways construction.)

FAA Action: Approved.

M-4: Offer sound insulation for noncompatible institutional areas within DNL 65 (Potentially University of Louisville & additional churches). (Pages 9-10, 9-38, table 9-1, & table 11-2)

FAA Action: Approved. The airport sponsor made a commitment to soundproof the University of Louisville in the FAA's 1991 EIS. The sponsor has not yet fulfilled that commitment (see LAIP EIS page 1-30, FEIS, Addendum I, page 8 and FAA Record of Decision, January 7, 1991, p.18). This approval under Part 150 acknowledges that the measure would be noise beneficial.

M-5: Residential Sales Assistance Program within DNL 65. (pages 9-10, 9-40, table 9-2, & table 11-2) Concurrently with the residential soundproofing program for areas within the DNL 65 contour, offer sales assistance to homeowners declining to participate in the soundproofing program.

FAA Action: Approved. Implementation of this measure must comply with the Uniform Relocation and Real Property Acquisition Policies Act to be eligible for Federal funding.

M-6: Construct an earth berm along the northwest side of the airfield to reduce ground noise associated with aircraft takeoffs on Runway 17R. (pages 9-11, 9-41, table 9-2, & table 11-2)

FAA Action: Approved. The RAA estimates that over 200 homes could receive a 5-7 dBA reduction in departure noise. This measure also was included in the November 21, 2003, FONSI for the runway extensions.

M-7: Study potential noise barrier for Preston Park neighborhood. New airport facilities are anticipated in the southeast portion of the airport. The RAA would fund a study to determine whether such facilities could be constructed and oriented to shield areas to the east of the airport from ground noise originating in the immediate vicinity of the structures. (pages 9-11, 9-41 & 43, table 9-2, & table 11-2)

FAA Action: Approved for study.

M-8: Construct Ground Run-up Enclosure (Hush Houses) if required to reduce noise from maintenance run-up activity. This measure should be given further consideration if changes in the pattern of engine run-ups generate community concerns. (page 9-43, table 9-2, & table 11-2)

FAA Action: Disapproved pending submission of additional information to make an informed analysis. Construction of run-up enclosures must be supported by sufficient analysis to demonstrate their noise benefits.

M-9: Residential sound insulation for areas between DNL 60 and DNL 65 that would experience a 3dB increase in noise levels as a result of recommended noise abatement measures. (page 9-36, table 9-2, & table 11-2)

FAA Action: Disapproved for purposes of Part 150. Section 189 of Public Law 108-176, Vision 100-Century Of Aviation Reauthorization Act, December 12, 2003, specifically prohibits FAA approval of Part 150 program measures that call for Federal funding to mitigate aircraft noise below DNL 65 (through Fiscal Year 2007).

M-10: Offer sound insulation to noncompatible institutional land uses (examples, portions of University of Louisville and churches) between DNL 60 to DNL 65 that would experience a 3 dB increase in noise levels from the noise abatement measures. (page 9-39, table 9-2 & table 11-2)

FAA Action: Disapproved for purposes of Part 150. Section 189 of Public Law 108-176, Vision 100-Century Of Aviation Reauthorization Act, December 12, 2003, specifically prohibits FAA approval of Part 150 program measures that call for Federal funding to mitigate aircraft noise below DNL 65 (through Fiscal Year 2007).

M-11: Compatible Land Use Planning - The RAA would coordinate with the Planning Commission to adopt policies in its Cornerstone 2020 Plan to discourage new noncompatible development and disclose noise levels for new residential development. Measures to provide notification for new development would apply to DNL 60 dB and to areas within DNL 65 dB that are already substantially developed. (page 9-49, 9-51, table 9-2, & table 11-2)

FAA Action: The portion of this measure that permits new incompatible development within the DNL 65 dB, even with sound attenuation and/or disclosure, is inconsistent with the FAA's guidelines and 1998 policy and is disapproved for the purposes of Part 150.

Other portions of this compatible land use planning measure that do not permit incompatible development within the DNL 65 dB noise contour are approved for the purposes of Part 150.

This decision relates to the measure's consistency with the purposes of Part 150. This measure is within the authority of the RAA and local planning jurisdiction. The Federal Government has no control over local land use planning.

M-12: RAA would coordinate with the Planning Commission to adopt a policy concerning rezoning from compatible to noncompatible uses in the Airport environs. (page 9-50, 9-58, table 9-2, & table 11-2)

FAA Action: Approved. This measure is within the authority of the RAA and local planning jurisdiction. The Federal Government has no control over local land use planning.

M-13: Subdivision Regulations-The RAA would coordinate with the Planning Commission to include a noise disclosure statement for new subdivisions in Policy Areas 1 & 2, Cornerstone 2020 Plan. This would allow future residents to make informed land purchase decisions. (page 9-51, 9-58 table 9-2, & table 11-2)

FAA Action: The portion of this measure that permits new incompatible development within the DNL 65 dB, even with sound attenuation and/or disclosure, is inconsistent with the FAA's guidelines and 1998 policy and is disapproved for the purposes of Part 150.

Other portions of this compatible land use planning measure that do not permit incompatible development within the DNL 65 dB noise contour are approved for the purposes of Part 150.

This decision relates to the measure's consistency with the purposes of Part 150. This measure is within the authority of the RAA and local planning jurisdiction. The Federal Government has no control over local land use planning.

M-14: RAA would consider participation in a Redevelopment Program (Renaissance Zone Program) initiative that would redevelop areas in the Airport environs as part of a joint effort with the Fairgrounds, UPS, and Ford Motor Company. In conjunction with other participants, the RAA

will work with the City of Louisville and Jefferson County to develop incentives for compatible development. (pages 9-52 thru 53)

FAA Action: The portion of this measure that permits new incompatible development within the DNL 65 dB, even with sound attenuation and/or disclosure, is inconsistent with the FAA's guidelines and 1998 policy and is disapproved for the purposes of Part 150.

Other portions of this compatible land use planning measure that do not permit incompatible development within the DNL 65 dB noise contour are approved for the purposes of Part 150.

This decision relates to the measure's consistency with the purposes of Part 150. This measure is within the authority of the RAA and local planning jurisdiction. The Federal Government has no control over local land use planning.

Release of land under control of the RAA must comply with FAA grant agreements, be consistent with FAA's Eligibility Handbook to preserve compatible land uses, and is subject to environmental review.

M-15: RAA would work with the Planning Commission to develop an overlay zone, to supplement other land use planning techniques. This would be based on the 2007 NEM to be reflected in the Core Graphics section of the Cornerstone 2000 Plan. (pages 9-51, 9-58, table 9-2, & table 11-2)

FAA Action: The portion of this measure that permits new incompatible development within the DNL 65 dB, even with sound attenuation and/or disclosure, is inconsistent with the FAA's guidelines and 1998 policy and is disapproved for the purposes of Part 150.

Other portions of this compatible land use planning measure that do not permit incompatible development within the DNL 65 dB noise contour are approved for the purposes of Part 150.

This decision relates to the measure's consistency with the purposes of Part 150. This measure is within the authority of the RAA and local planning jurisdiction. The Federal Government has no control over local land use planning.

We note that the official NEMs (Chapter 10) are for the years 2003 and 2008. The document states that the 2008 NEM was based on a review of forecasts for the year 2007. The FAA assumes the reference to the "2007 NEM" in this measure is a reference to the official 2008 NEM.

M-16: Building Code Revision-The RAA would work with the Commonwealth of Kentucky to develop and adopt enabling legislation either permitting local building code provisions or incorporating sound insulation provisions in the statewide building code. (page 9-54, table 9-2, & table 11-2)

FAA Action: The portion of this measure that permits new incompatible development within the DNL 65 dB, even with sound attenuation and/or disclosure, is inconsistent with the FAA's guidelines and 1998 policy and is disapproved for the purposes of Part 150.

Other portions of this compatible land use planning measure that do not permit incompatible development within the DNL 65 dB noise contour are approved for the purposes of Part 150.

This decision relates to the measure's consistency with the purposes of Part 150. This measure is within the authority of the RAA and local planning jurisdiction. The Federal Government has no control over local land use planning.

M-17: Consider Disclosure Ordinances. Work with local governmental bodies to examine the feasibility of ordinances to require disclosure of airport noise exposure within designated distances from the airport and/or documented levels of exposure. Disclosure would be for vacant and residentially developed properties within the DNL 65+ dB and DNL 60-65 dB noise contours. (pages 9-53, 9-58, table 8-2, & table 11-2)

FAA Action: Approved. This measure is within the authority of the RAA and local planning jurisdiction. The Federal Government has no authority over local land use planning decisions.

Compensatory Measures-These measures would provide an alternative to remedial measures for homeowners that would not benefit from either sound insulation or sales assistance measures.

M-18: Avigation easement purchase within DNL 65-The RAA would purchase avigation easements from homeowners in areas eligible for residential soundproofing and sales assistance who do not believe they would benefit from either program. Program implementation would be contingent upon FAA grant funding. (pages 9-44, 9-56, table 9-2, & table 11-2)

FAA Action: Approved.

M-19: The RAA would offer to purchase avigation easements from home owners in areas exposed to DNL 60 to DNL 65 noise levels that experience a 3 dB increase in noise exposure and that are eligible for residential soundproofing and sales assistance

who do not believe they would benefit from either program. (pages 9-44, 9-56 table 9-2, & table 11-2)

FAA Action: Disapproved for purposes of Part 150. Section 189 of Public Law 108-176, Vision 100-Century Of Aviation Reauthorization Act, December 12, 2003, specifically prohibits FAA approval of Part 150 program measures that call for Federal funding to mitigate aircraft noise below DNL 65 (through Fiscal Year 2007).

III. Program Management

The recommended program management measures would enhance the effectiveness of both the noise abatement and mitigation measures through continuing stakeholder coordination, research and development, data collection, and dissemination of program information.

PM-1: Establish new RAA staff position dedicated to management of noise compatibility program. Incumbent performs duties associated with data collection and analysis, implementation, liaison and further study. (This position has been established.) (page 8-96, table 8-2, & table 11-2)

FAA Action: Approved.

PM-2: Establish advisory committee composed of community, user and air traffic control interests to maintain coordination among the stakeholders in the noise compatibility program. (page 8-96, table 8-2, & table 11-2)

FAA Action: Approved.

PM-3: Acquire portable noise monitoring equipment to enable the Authority's Noise/Environmental Programs Coordinator to monitor actual noise and provide accurate information to community members. (page 8-100, table 8-2, table 11-2)

FAA Action: Approved. For reasons of aviation safety, this approval does not extend to use of the monitoring equipment for enforcement purposes by in situ measurement of any present noise thresholds.

PM-4: Acquire equipment to monitor aircraft operations and establish a regular program of monitoring and reporting conformance with recommended noise abatement procedures. (page 8-101 and table 11-2)

FAA Action: Approved. For reasons of aviation safety, this approval does not extend to use of the monitoring equipment for enforcement purposes by in situ measurement of any present noise thresholds.

PM-5: The RAA would use the Airport Noise Office as a central point to collect and disseminate information. (page 9-55, table 9-2, & table 11-2)

FAA Action: Approved.