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FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL

14 CFR PART 150 NOISE COMPATIBILITY PROGRAM

BALTIMORE/WASHINGTON INTERNATIONAL THURGOOD MARSHALL
AIRPORT

BALTIMORE, MARYLAND


Regional Counsel, AEA-7

2/21/08
Date

X
CONCUR

NONCONCUR


Manager, Airports Division, AEA-600

2/26/08
Date

X
APPROVED

DISAPPROVED

**Record of Approval
Baltimore/Washington International Thurgood Marshall Airport
Noise Compatibility Program Update**

INTRODUCTION

The Baltimore/Washington International Thurgood Marshall Airport (BWI), Baltimore, Maryland, Noise Compatibility Program (NCP) Update describes the current and future noncompatible land uses based on the parameters as established in Title 14, Code of Federal Regulations (CFR), Part 150, *Airport Noise Compatibility Planning*. Preparation of the Part 150 Study is an update to the NCP approved by the Federal Aviation Administration (FAA) on June 15, 1990. The NCP Update changes four elements of the current NCP. The noise abatement measures are summarized on pages 17 through 20.

The approvals listed herein include approval of actions that the airport recommends be taken by the FAA. It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of 14 CFR Part 150. The approvals do not constitute decisions to implement the proposed actions or a commitment by the FAA to provide federal financial assistance for these actions. Later decisions concerning possible implementation of these 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 determinations do not represent the opinions or decisions of the FAA.

NOISE COMPATIBILITY PROGRAM REVISIONS

1. Update Noise Rule for Runway 15L/33R.

Description: The Maryland Aviation Administration (MAA) proposes to modify the existing Noise Rule for Runway 15L/33R by changing the aircraft noise level criteria and source. References to using 90 dB SEL as modeled in the FAA Integrated Noise Model (INM) will be replaced with a value of 87.0 EPNdB that is determined by averaging the take-off and sideline 14 CFR Part 36 certification measurements. As with the current NCP, aircraft that exceed the Noise Rule level are prohibited from using Runway 15L/33R except in emergency conditions. Prohibited aircraft are permitted and encouraged to use the airport's transport runways, Runways 10/28 and 15R/33L. (NCP Pages 17-18)

FAA Action: Approved. The Noise Rule was originally implemented to mitigate noise impacts within the 65 DNL as part of a Record of Decision (ROD) for the extension of Runway 15L/33R in 1998. This measure modifies the way the Noise Level is calculated.

2. Voluntary Residential Property Acquisition.

Description: The MAA proposes to modify its existing Residential Property Acquisition Program to expand eligibility to the 65 dB DNL contour as defined by the NEMs. As with the current NCP, this program is voluntary. Properties are eligible if they are in areas that will eventually transition from residential to a noise compatible land use based upon local development plans and zoning. Large residential properties where the owners have reasonable opportunity for non-residential resale without State or Federal assistance are excluded from the program. Eligible property owners are paid full market value for their property at its highest and best rate, and provided

relocation assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and implementing Department of Transportation (DOT) regulations. (NCP Pages 18-19)

FAA Action: Approved. This measure provides mitigation for existing development. The FAA's policy published in the Federal Register on April 3, 1998 (Volume 63, Number 64), states that the FAA will not approve Federal funding to mitigate noise-sensitive land uses constructed after October 1, 1998. The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act must be followed if Federal funding will be requested.

3. Homeowners Assistance Program.

Description: The MAA proposes to modify its existing Homeowners Assistance Program to expand eligibility to the 65 dB DNL contour as defined by the NEMs. As with the current NCP, two options are available: residential soundproofing for owners wishing to stay in their home and resale assurance for owners wanting to relocate. Both options require the owners to grant an aviation easement to the State allowing continued overflight of the property in exchange for the benefits of the program. (NCP Pages 19-20)

FAA Action: Approved. This measure provides mitigation for existing development. The FAA's policy published in the Federal Register on April 3, 1998 (Volume 63, Number 64), states that the FAA will not approve Federal funding to mitigate noise-sensitive land uses constructed after October 1, 1998. The Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act must be followed if Federal funding will be requested.

4. Noise Monitoring System.

Description: The MAA proposes to add an operations and noise monitoring system to the BWI NCP. MAA has had such a system for several years, funded completely by MAA. MAA would like to modernize its current noise monitoring capabilities by both updating existing noise monitoring equipment and creating new monitoring locations. This measure is a new measure. (NCP Page 20)

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