



Memorandum

US Department of Transportation
Federal Aviation Administration

Subject: ACTION: FAR Part 150 Noise
Compatibility Program for Lebanon
Municipal Airport, New Hampshire

Date: August 28, 1986

From: Associate Administrator for Airports,
ARP-1

Reply to
Attn. of: Perrett: 78769

To: Administrator

Attached for your action is the Noise Compatibility Program (NCP) for the Lebanon Municipal Airport (LEB) under FAR Part 150. The New England Region, in coordination with the Federal Aviation Administration (FAA) headquarters, has evaluated the program and recommends action as set forth in the attached ANE-1 letter of August 13, 1986.

On March 7, FAA determined that the noise exposure maps for LEE were in compliance with applicable requirements of FAR Part 150. The last date for action on the program per section 104(b) of the Aviation Safety and Noise Abatement Act of 1979 is September 3, 1986.

The existing and future operations and noise compatibility actions at Lebanon Municipal Airport indicate there is no significant adverse noise exposure presently and there will be none within the 5-year timeframe of the FAR Part 150 program. There are no homes or other noise sensitive land uses within either the existing or future Ldn 65 contour, and the Ldn 65 contour will remain entirely on airport property. A voluntary preferred runway use program is proposed to be implemented as soon as clear zone tree obstructions are cleared under a pending Airport Improvement Program grant. The only other proposal directly affecting flight operations is implementation of standard NBAA departure and arrival procedures or similar measures to minimize noise exposure.

Other measures included in the NCP involve airport actions which complement the above measures to help continued minimization of noise exposure. The only land use measure is establishment of a Special Aircraft Noise Exposure District already adopted by the city of Lebanon Planning Board to control development within the Ldn 55 contour.

The Associate Administrator for Policy and International Aviation., the Chief Counsel, and I have concurred with the recommendation of the region for approval of the NCP as described in the attached Record of Approval. Also attached is a copy of the NCP evaluation narrative. All program elements are recommended for approval.

If you agree with the recommended approval actions, you should sign the "approve" line on the attached ANE-1 letter. I recommend your approval.

signed by:
Robert L. Donahue



Memorandum

US Department of Transportation
Federal Aviation Administration

Subject: ACTION: Recommendation for Approval of the Lebanon Municipal Airport, New Hampshire; Noise Compatibility Program Date: August 13, 1986

From: Acting Director, ANE-1

Reply to
Attn.

To: Administrator

On March 17, 1986, a notice was published in the Federal Register announcing FAA's determination on the noise exposure maps for Lebanon Municipal Airport, Lebanon, New Hampshire (LEB) under Section 103 (a) of the Aviation Safety and Noise Abatement Act of 1979 ("the Act"). Coincident with that determination, we began the formal 180-day review period for LEB's proposed noise compatibility program under the provisions of Section 104(a) of the Act. That program must be approved or disapproved by the FAA within 180 days or it shall be deemed to be approved as provided for in Section 104(b) of the Act. The last date for such approval or disapproval is September 3, 1986.

We have reviewed and evaluated the proposed noise compatibility program and have concluded that it is consistent with the intent of the Act and that it meets the standards set forth in FAR Part 150 for such programs. The requirements of Part 150 were itemized in a checklist (Attachment -1) which was used to ensure that all required items were present in the proposed program. Our review of each item is shown in the evaluation narrative (Attachment 2).

The evaluation narrative, checklist, and documentation submitted by LEB were reviewed by Airports, Air Traffic and Flight Standards Division, and by the Regional Counsel and the Regional Noise Abatement Technical Committee. No substantive comments have been received from other participants in the study, nor from other interested parties. Each proposed action in LEB's proposed noise compatibility program was then reviewed and evaluated on the basis of effectiveness and potential conflict with Federal policies and prerogatives. These include safe and efficient use of the nation's airspace and undue burden on interstate commerce.

Our recommendations on each of these proposed actions are described in the Record of Approval (Attachment 3). Each proposed action is described in detail in the Lebanon Municipal Airport FAR Part 150: Noise Compatibility Program Report.

Based on the evaluation procedure described above, we recommend the approval of all Program Elements (as listed in the Record of Approval). Please have appropriate

headquarters personnel review the draft sponsor notification of noise compatibility program approval (Attachment 4) and the draft Federal Register notice (Attachment 5).

Signed by:
Jack A. Sain

Attachments (5)

Concur	X	Associate Administrator for Airports, ARP-1	8/18/86
Nonconcur			
Concur	x	Associate Administrator for Policy and International Aviation, API-1	8/19/86
Nonconcur			
Concur	x	Chief Counsel, AGC-1	8/28/86
Nonconcur			
Concur	x	Administrator, AOA-1	9/2/86
Disapprove			

Attachment 3

**RECORD OF APPROVAL
LEBANON MUNICIPAL AIRPORT
LEBANON, NEW HAMPSHIRE
NOISE COMPATIBILITY PROGRAM**

I. INTRODUCTION

The City of Lebanon sponsored an Airport Noise Compatibility Planning Study in compliance with Federal Aviation Regulations (FAR) Part 150. The Noise Compatibility Program (NCP) and its associated Noise Exposure Maps (NEP) were developed concurrently and submitted to Federal Aviation Administration (FAA) for review and approval on February 28, 1986.

The work was initiated in response to a stipulation by the FAA in the Final Environmental Impact Statement (EIS) for the Runway 18-36, extension project that required that the City of Lebanon in cooperation with the Citizens Advisory Committee must develop and implement a systematic program to enhance and maintain noise compatibility between the Airport and the surrounding land uses.

The EIS had been prepared to assess alternatives and resolve conflicting contentions with regard to the development of an Industrial Park and extension of Runway 18-36. The issue of principal concern for the proposed runway extension was the potential increase of noise resulting from increased noisy operations and the possible increase in operations and hence, noise exposure, to the communities north of the airport. The City of Lebanon applied for an FAA grant to undertake an Airport Noise Compatibility Study under FAR Part 150, and the FAA provided the grant for this effort.

The FAR Part 150 study was closely monitored by an Advisory Committee (AC) which was an evolutionary successor to the former EIS Citizens Advisory Committee (CAC). The study was assisted by an Ad Hoc Technical Operation Group. Its members included the FAA Tower and Flight Service Chiefs, the representatives of the airlines and based users, and the airport manager. Moreover, several meetings were held between the study consultants, airport manager and members of CAC with the Lebanon Planning Board to discuss the land use control alternatives. Finally, the draft documents from this study were reviewed at a Public Information Meeting held on August 8, 1985. No substantive comments were received at that meeting or from others who read the Noise Compatibility Program. It is therefore believed that a consensus of interested parties exist on the substance of the NCP.

The study efforts were focused on defining an optimum set of noise and land use mitigating measures to improve the existing noise compatibility between the airport operations and its neighboring land uses and to retain good compatibility into the future.

The resulting program is presented in Chapter 4 of the Noise Compatibility Program (NCP) report. The program has two components:

- A. Airport Operations related measures, including airport physical changes; airport management measures; and airport and airspace procedural changes to achieve noise abatement.
- B. Land Use control measures to reduce and prevent land use incompatibilities. All program elements were analyzed in detail in terms of their potential benefits as well as implementation feasibility, as documented in Chapters 3 and 4, and appendices in the NCP report.

The items listed in this Record of Approval constitute the Lebanon Municipal Airport Noise Compatibility Program and are found on the referenced pages of the Lebanon Municipal Airport, FAR Part 150 - Noise Compatibility Program of November 1985.

II. PROGRAM ELEMENTS

A. Airport Operations Measures

1. Clear Zone Acquisition - Runway 36 Approach (p.4-1). **Approved.** The purpose of this measure is to acquire land and clear tree obstructions in the southern end of Runway 18-36 and remove the present threshold restriction for landing on Runway 36. This

program element is essential to enable the effective use of Runway 18 for departure by high performance aircraft and prevent development of incompatible uses to the south of the Airport. It is consistent with the current Airport Layout Plan (ALP) and an allocation of \$200,000 in Airport Improvement Program (AIP) funds has been given for this measure in 1986.

2. Informal Runway Use Program (p.4-1). **Approved.** Under this measure the Traffic Control Tower Manager will recommend preferred departure Runways to jet and commuter aircraft and all other aircraft of 12,500 lbs or over, gross take off weight; when preferential conditions exist. A detailed analysis of the preferential wind, ceiling, and visibility conditions at the Airport is made to recommend the operational conditions. This program element is central to minimizing noise exposure in populated areas. The program will be voluntary and no difficulty is anticipated in implementing it and no funding will be required.

3. Aircraft Noise Monitoring Program (p.4-2). **Approved.** This program element will enable continuous monitoring of the potential changes in noise exposure that are the result of changing numbers of operators and fleet mix and will trigger the need for a review of the Noise Exposure Map. A detailed monitoring and reporting program including the calculation of a "noise index" (Appendix D, NCP report) is described. No funds are required.

4. Control Static Engine Runup Operations for Maintenance Purposes (p.4-3). **Approved.** This program element will minimize for nearby residences the noise of static engine runups for maintenance purposes and will prevent routine maintenance operations during nighttime. The construction of a holding apron as a part of the future taxiway to the southern end of Runway 18-36 as shown on the ALP is necessary for the complete implementation of this measure. The components and details of implementation of the program is described on pages 4-3 to 4-4 of the NCP report. This element is eligible for AIP funding.

5. Flight Procedures (p.4-4). **Approved.** This program element includes the development in consultation with FAA, informal noise abatement procedures using the NBAA standard departure and arrival flight procedures (Appendix E NCP report) or the procedure recommended by the aircraft manufacturers for noise control. The measure is intended to minimize the use of noisy procedures for departure and arrival. No funds are required.

6. Extend Taxiway along Runway 7-25 (p.4-4). **Approved.** This program element will increase the safety and desirability for using Runway 25 for preferential departures to complement the program element #2. This element will require redesign of the future taxiway shown on the current ALP because of land erosion that has occurred since that plan was adopted. This element will be eligible for AIP funds.

B. Land Use Control Measures

1. Special zoning Districts (p.4-4). **Approved.** Through this measure a Special Aircraft Noise Exposure Zoning District will be defined that will include all land within the Ldn 55 dB contour on the currently accepted future forecast Noise Exposure Map. This will be an overlay district, containing one or more requirements, aimed at land use compatibility,

that are to be in addition to restrictions present in the conventional underlying districts. A Draft Noise Exposure Overlay District for the City of Lebanon is included in Appendix F of the NCP report. Initially additional requirements would include mandatory disclosure of the existence of noise to prospective buyers, renters, and builders within the special district and presentation of information on soundproofing. This measure does not require all out conversion of land use zones, and was recommended during the review process. This element will enable Lebanon to add restrictions, when appropriate, and has the flexibility for periodic adjustment to remain congruent with the most recent version of the Forecast Noise Exposure Map. The City of Lebanon Planning Board unanimously adopted the resolution for the establishment of a Special Noise Exposure District on September 9, 1985 (Appendix B, NCP report).



US Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: ACTION: FAR Part 150 Noise Compatibility Program for T. F. Green State Airport (PVD) Rhode Island Date: August 25, 1986

From: Associate Administrator for Airports, ARP-1

Reply to
Attn. Bowman: x78772

To: Administrator

Attached for your action is the Noise Compatibility Program for the T.F. Green Airport (PVD) Rhode Island under Federal Aviation Regulations (FAR) Part 150. The New England Regional Office, in coordination with the Federal Aviation Administration (FAA) headquarters, has evaluated the program and recommends action as set forth in the attached ANE-1 letter of July 23, 1986.

On March 12, 1986, FAA determined that the noise exposure maps for PVD were in compliance with applicable requirements of FAR Part 150. The last date for action on the program per section 104(b) of the Aviation Safety and Noise Abatement Act of 1979 is August 30, 1986.

In 1979, an environmental assessment determined that 32,000 persons were exposed to noise levels of 65 Ldn or above in the city of Warwick, the area surrounding T. F. Green State Airport. A major reduction was noted in 1980 due to transfer of an air national guard unit.

Various projects have been identified and when implemented will reduce airport environs noise levels significantly. All the noise mitigation measures affect residences within the 65 Ldn.

These projects include construction of runway 10-28 fillets, new taxiways and noise

barriers. Operational measures include displacement of runway threshold, relocate and restrict engine maintenance runups, institute voluntary nighttime airport use restrictions, and control of various other runway/taxiway use and helicopter operations.

Perhaps the most effective and most notable are the land use controls. The Rhode Island DOT will conduct a voluntary land acquisition program of all residences within the 75 Ldn contours. This program will encompass 32 homes, and in addition to correcting existing serious noise problems, it will ensure the prevention of future noise incompatibility in that area. The city of Warwick and the State of Rhode Island will cooperatively determine the reuse of the area. The noise-sensitive areas of Pilgrim High School located within the 65 Ldn contour will be soundproofed. The school is located to the northeast end of runway 5R-23L and is subject to noise from landing on runway 23L, as well as departure on runway 5R. Approximately 1,500 students will benefit from this project.

The soundproofing of residential structures within the 65 Ldn contour is proposed and approximately 2,900 houses with 9,200 residents would benefit. This measure would alleviate existing noise impacts for residents in the airport environs and is strongly supported by the residents and officials of the city of Warwick. However, this program is to be implemented after all other elements of the Noise Compatibility Program (NCP). Furthermore, the program is to be phased systematically so that homes in the higher noise exposure zone will receive higher Priority.

Rezoning, subdivision regulation, and amended building codes are also positive actions being proposed to aid in reducing noise problems in the airport vicinity and environs.

The Associate Administrator for Policy and International Aviation, the Chief Counsel, and I have concurred with the recommendation of the region for approval of the NCP as described in the attached Record of Approval. Also attached is a copy of the NCP evaluation narrative. All program elements are recommended for approval.

If you agree with the recommended approval actions, you should sign the "approve" line on the attached ANE-1 letter. I recommend approval.

Robert L. Donahue

Attachments