

Part 150: Records of Approval

Reno/Tahoe International Airport, Nevada

Approved on 4/7/04

INTRODUCTION

The Reno/Tahoe International Airport Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based on the parameters as established in Title 14, Code of Federal Regulations, Part 150, *Airport Noise Compatibility Planning*. The noise compatibility program includes six recommended noise abatement elements, four noise mitigation elements, nine land use planning elements, and five program management elements. These measures are summarized in Table 7H on pages 7-34 through 7-38 of the NCP.

The approvals listed herein include approval of actions that the airport 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 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 determination do not represent the opinions or decisions of the FAA.

NOISE ABATEMENT ELEMENTS

1. Maintain Current Preferential Runway Use Program.

Description: This measure recommends the continued use of the existing Preferential Runway Use Program instead of using a Rotational Runway Use Program. The preferential runway use program was implemented subsequent to the FAA's approval of the 1991 NCP. The NCP notes that a test was conducted regarding the impacts of the Rotational Runway Use Program. The results of the test indicates that the Rotational Runway Use Program would adversely affect 1740 more people than the existing Preferential Runway Use Program. This measure is a modification of Noise Abatement Measure No. 1 in the 1991 NCP that recommended a Runway Use Program based on wind and weather conditions at the airport. (NCP Page 7-9, Table 7H)

FAA Action: Approved as a voluntary measure only. The existing runway use program is an informal runway use program that was initially implemented in 1979 and is subject to weather, aircraft capabilities and traffic permitting.

2. Continue requiring compliance with the Airport's Engine Run-up Policy.

Description: This measure recommends continuance of the existing aircraft engine maintenance run-up restrictions at the airport with several refinements. The measure slightly relocates engine run-up procedures from the north end of Runway 16R/34L to the north end of parallel Taxiway C. The measure also requires any operator of a transport category aircraft wishing to perform maintenance run-up operations to notify the airport operations at least one hour prior to performing the operation; Continue the prohibition on jet aircraft engine runs above idle between the hours of 24:00 (12 midnight) and 06:30 a.m. Monday through Friday and between 24:00 (12 midnight) and 8:00 a.m. on Saturday and Sunday; Engine run-ups are to be limited to not more than five minutes. No aircraft may perform more than four run-up operations per day; All run-up operations will be completed within a 30-minute period. If a run-up generates complaints, the operator will be required to reduce run-up power or cease run-up operations. This measure is a continuation and refinement of Noise Abatement Measure No. 2 in the 1991 NCP. (NCP Page 7-10, Table 7H)

FAA Action: Approved as voluntary.

3. Continue Efforts to Discourage Military Transient Training Flights.

Description: This measure recommends continuation of existing noise abatement procedures, which restrict military training operations between 10 p.m. and 7 a.m. Monday through Friday, and until 8 a.m. on weekends and holidays. The existing noise abatement procedures restrict military touch-and-go operations to piston-powered aircraft. Military pure jet touch-and-go and low approach operations are prohibited. This is a continuation of Noise Abatement Measure No. 3 from the 1991 NCP that was approved by the FAA. FAA notes that the title of this measure listed on Table 7H is not the same as it is in the text on Pages 7-10, 7-11 of the NCP. FAA has used the title and description of the measure on pages 7-10 and 7-11 for the purposes of evaluation pursuant to 14 CFR Part 150. (NCP Pages 7-10, 7-11 and Table 7H).

FAA Action: Approved as a voluntary measure. This measure is subject to the agreement with military services using the airport.

4. Maintain Existing Nighttime Flight Corridors for General Aviation Departures on Runways 7 and 16L/R.

Description: This measure recommends continuation of a voluntary procedure where single and multi-engine VFR aircraft departing Reno/Tahoe International Airport using Runway 7 are requested to make a left turn after passing McCarran Boulevard. Aircraft departing the airport using Runways 16L and 16R are requested to turn right after passing McCarran Boulevard or a left turn after passing Rattle Snake Mountain. This is a continuation of Noise Abatement Measure No. 5 in the 1991 NCP. The FAA's 1993 Record of Approval noted that this measure had been in effect since December 1981 and provided single event noise relief to the residents of Donner Springs. (NCP Page 7-11, Table 7H).

FAA Action: Approved as a voluntary measure.

5. Maintain Take-Off Power Application Point Signs And Continue To Promote Quiet Flying Techniques.

Description: This measure would continue the usage of signs installed by the Airport Authority of Washoe County near the runway ends to notify pilots to use quiet flying techniques. The text of the measure describes the availability of noise abatement procedures for jet aircraft over 75,000 pounds outlined in FAA Advisory Circular 91-53A *Noise Abatement Departure Profiles*. The measure also describes the availability of Noise abatement procedures for operators of business jet aircraft prepared by the National Business Aviation Association. This measure is a

continuation of Noise Abatement Measure 7 that was approved by the FAA. A photo of one of the signs is presented at the bottom of Page 5-1 of the NCP and states "*Fly Quiet, Please use noise abatement procedures.*" (NCP Page 5-1, 7-11, 7-12, Table 7H).

FAA Action: Approved. Any future modification to the text or location of the signs are subject to specific approval actions by the appropriate FAA officials outside the 14 CFR Part 150 process to ensure the safe and efficient use of navigable airspace.

6. Continue To Encourage Use Of Visual Helicopter Arrival And Departure Routes For Noise Abatement.

Description: This measure recommends that helicopter traffic continue to follow interstate highway when approaching or departing from the airport for the purposes of noise abatement. The measure notes that no visual arrival and departure routes for helicopter operations at Reno/Tahoe International Airport have been established. This measure is a continuation of Noise Abatement Measure No. 8 that was approved as a voluntary measure in the 1991 NCP (NCP Pages 7-12, 7-13 and Table 7H). FAA notes that in its 1993 Record of Approval for the 1991 NCP the measure had included a recommendation for a 1000-foot above ground level minimum altitude.

FAA Action: Approved as a voluntary measure. 14 CFR Part 91.119 prescribes minimum safe altitudes for aircraft including helicopters. 14 CFR Part 91.119(d) specifically exempts helicopters from compliance with the requirement for fixed wing aircraft to remain 1000-feet above the ground over congested areas.

NOISE MITIGATION ELEMENTS

1. Continue and Update Acquisition and Redevelopment Program.

Description: This measure recommends continuation and expansion of the existing acquisition of non-compatible land uses to be converted to compatible land uses within the 65 DNL contour. This measure states it is a combination of Land Use Measures Nos. 11 and 12 in the 1991 NCP. FAA notes in its 1993 Record of Approval that the referenced measures are actually Measure 10 and 11, both of which were approved by FAA. This measure proposes the acquisition of various single family, multi-family, and manufactured residential units within four areas shown on Exhibit 7F within the 65 DNL contour. (NCP Pages 7-14, 7-15, 7-16, Exhibit 7F and Table 7H).

FAA Action: Approved. The Airport Authority of Washoe County must comply with the requirements of the Uniform Relocation and Real Property Acquisition Act (49 CFR Part 24) when acquiring these properties if federal funding is used or contemplated. The Airport Authority is responsible for ensuring that the re-use of the acquired properties is compatible with airport operations.

2. Continue and Update Acoustical Treatment Program: Sound-insulate dwelling units located within the squared off 2005 65 DNL contour.

Description: This measure recommends installation of sound attenuation insulation within for residential units within the 65 DNL contour that has been "squared-off" as shown on Exhibit 7G. This measure recommends "squaring-off" of the contour to maintain the homogenous character of each individual neighborhood. This measure involves approximately 5,499 dwelling units. This measure is a continuation and expansion of Land Use Measure 14 from the 1991 NCP that was approved by FAA in its 1993 ROA. (NCP Pages 7-16, 7-17, 7-18, Exhibit 7G, Table 7H).

FAA Action: Approved. The action of insulating dwelling units by “Squaring-off” the contour would assist the Airport Authority of Washoe County in maintaining the existing character of residential neighborhoods, which is important to the local community. Squaring off of the areas to be insulated is considered to be the responsibility of the Airport Sponsor (section 1 50.5(d)) to determine logical boundaries of the 65 DNL contour and is permitted under FAA Federal funding eligibility criteria to accomplish neighborhood equity.

3. Sound-Insulate Two Schools Within The Squared-Off 2005 65 DNL Contour.

Description: This measure recommends installation of sound insulation to two schools located within the “Squared-off” 65 DNL contour shown on Exhibit 7G. The measure states that a total of five schools are located within the 65 DNL contour, three of which have already been insulated. (NCP Pages 7-18, Exhibit 7G, and Table 7H).

FAA Action: Approved. Exhibit 7G identifies these schools as on the line of the depicted 65 DNL contour. The action of insulating noise-sensitive land uses by “Squaring-off” the contour would assist the Airport Authority of Washoe County in maintaining the existing character of residential neighborhoods, which is important to the local community. Squaring off of the areas to be insulated is considered to be the responsibility of the Airport Sponsor (section 1 50.5(d)) to determine logical boundaries of the 65 DNL contour and is permitted under FAA Federal funding eligibility criteria to accomplish neighborhood equity.

4. Sound-Insulate Three Places of Worship within the 2005 65 DNL Contour.

Description: This measure recommends installation of sound insulation of three of five places of worship within the 65 DNL contour. Two of the places of worship were constructed after October 1, 1998, and are not eligible to receive federal funds for sound attenuation. (NCP Page 7-19, Exhibit 7G and Table 7H).

FAA Action: Approved. Exhibit 7G identifies these places of worship as near the line of the depicted 65 DNL contour. The action of insulating noise-sensitive land uses by “Squaring-off” the contour would assist the Airport Authority of Washoe County in maintaining the existing character of residential neighborhoods, which is important to the local community. Squaring off of the areas to be insulated is considered to be the responsibility of the Airport Sponsor (section 1 50.5(d)) to determine logical boundaries of the 65 DNL contour and is permitted under FAA Federal funding eligibility criteria to accomplish neighborhood equity.

LAND USE PLANNING ELEMENTS

1. Update General/Comprehensive Plans to Reflect the Squared-off 2010 DNL Noise contours from Part 150 Study as Basis for Noise Compatibility Planning.

Description: This measure recommends that the cities of Reno and Sparks, the community of Truckee Meadows and Washoe County consider amending their comprehensive plans to reflect the updated noise contours at Reno/Tahoe International Airport. This measure is a continuation of Land Use Measure 8 from the 1991 NCP that was approved by the FAA in its 1993 ROA. (NCP Pages 7-19, 7-20 and Table 7H).

FAA Action: Approved. Amendments of the various comprehensive plans are within the authority of Reno, Sparks, Truckee Meadows and Washoe County. Squaring off of the areas is considered to be the responsibility of the Airport Sponsor or local planning jurisdiction (section 1 50.5(d)) to determine logical boundaries of the 65 DNL contour.

2. Amend General/Comprehensive Plans to Reflect Existing Compatible and Existing Lower Density Land Uses within the Squared-Off 2010 65 DNL Contour.

Description: This measure recommends that the General/Comprehensive Plans for the cities of Reno and Sparks along with the Truckee Meadows Regional Plan be amended to reflect a compatible land use such as commercial or industrial for areas located north and south of the airport within the 65 and 70 DNL Contour that are planned for medium to high density residential. These areas are shown on Exhibit 7H. (NCP Page 7-20, Exhibit 7H, and Table 7H).

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the city of Reno, city of Sparks and the community of Truckee Meadows. Squaring off of the areas is considered to be the responsibility of the Airport Sponsor or local planning jurisdiction (section 1 50.5(d)) to determine logical boundaries of the 65 DNL contour.

3. General/Comprehensive Plan Amendment: Amend Mixed Use Designations Within the Squared-off 2010 65 DNL Contour to discourage residential.

Description: This measure recommends that large areas of mixed-use located within the squared-off 2010- 65 and 70 DNL noise contours, be amended to discourage residential land uses. The current uses allows for residential land uses. This measure also recommends that if residential land uses are constructed, that sound insulation standards be implemented consistent with the standards described in Table 7D of the NCP. (NCP Page 7-21, Exhibit 7H and Table 7H).

FAA Action: Approved in part for purposes of part 150. The portion of this measure that would discourage residential land uses within the DNL 65 and 70 dB noise contours is approved. New noise sensitive development, even with sound attenuation, is inconsistent with FAA policy prohibiting mitigation if they were built after October 1, 1998; therefore, this portion of this measure is disapproved for purposes of Part 150. However, implementation of this measure is considered to be within the authority of the city of Reno, city of Sparks, and Washoe County. Squaring off of the areas is considered to be the responsibility of the Airport Sponsor or local planning jurisdiction (section 1 50.5(d)) to determine logical boundaries of the 65 DNL contour.

4. Continue Submission of Development Projects to the RNO Area to the AAWC for Review.

Description: This measure recommends that the cities of Reno and Sparks and Washoe County continue to submit development projects to the Airport Authority of Washoe County staff for review and comment to determine the sensitivity of the proposed development and provide comments to the corresponding jurisdiction. This is a continuation of Land Use Measure No. 9 from the 1991 NCP that was approved by the FAA in its 1993 ROA. (NCP Page 7-21 and Table 7H).

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the cities of Reno, Sparks and Washoe County.

5. Maintain Existing Compatible Land Uses Within the Squared-off 65 DNL contour when possible.

Description: This measure recommends that areas currently zoned for compatible uses within the squared-off 2010 65 DNL contour be maintained compatible. This measure is a continuation of Measures 1, 2, and 4 of the 1991 NCP that were approved by FAA in its 1993 ROA. (NCP page 7-21 and 7-22, Exhibit 7J and Table 7H).

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the city of Reno, city of Sparks, and Washoe County. Squaring off of the areas is considered to be the responsibility of the Airport Sponsor or local planning jurisdiction (section 1 50.5(d)) to determine logical boundaries of the 65 DNL contour.

6. Revise Reno Airport Overlay Zoning to Include the Squared-off 2010 Noise Exposure Contours and Refinements to Land Use Standards.

Description: This measure recommends that the city of Reno amend its existing Noise Overlay Zoning as part of the City's noise ordinance to include the updated squared-off 2010 noise exposure contours. The measure states that squared-off noise contour would simplify administration of each zone. This is a continuation of Land Use Measure No. 5 of the 1991 NCP that was approved by the FAA in its 1993 ROA. (NCP Page 7-22, 7-23, Exhibit 7K and Table 7H).

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the city of Reno. Squaring off of the areas is considered to be the responsibility of the Airport Sponsor or local planning jurisdiction (section 1 50.5(d)) to determine logical boundaries of the 65 DNL contour.

7. Enact Overlay Zoning in Sparks and Washoe County to Provide Noise Compatibility Land Use Standards near the airport.

Description: This measure recommends the city of Sparks and Washoe County amend their respective zoning ordinances to include a Noise Overlay Zoning. This is a continuation of Land Use Measure No. 5 of the 1991 NCP that was approved by the FAA in its 1993 ROA. (NCP Page 7-25, Exhibit 7K and Table 7H).

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the city of Sparks and Washoe County.

8. Building Code Amendment: Enact Construction Standards within the Overlay Zoning Districts

Description: This measure recommends the establishment of a standard for outdoor-to-indoor noise level reduction for selected land uses within various noise overlay zoning. This measure recommends that the cities of Reno and Sparks, and Washoe County amend their respective building codes to establish specific construction standards for sound insulation to achieve a maximum interior noise level of 45 DNL. (NCP Page 7-26, Table 7H).

FAA Action: Disapproved for purposes of part 150. New noise sensitive development, even with sound attenuation, is inconsistent with FAA policy prohibiting mitigation if they were built after October 1, 1998. However, implementation of this measure would provide a measure of noise relief to new home buyers and is considered to be within the authority of the city of Reno, city of Sparks and Washoe County.

9. Pursue Airport Fair Disclosure Legislation

Description: This measure recommends that the Airport Authority of Washoe County consider lobbying the state of Nevada Legislature to enact specific legislation requiring fair disclosure of airport noise and overflight conditions near airports in Nevada. (NCP Pages 7-26, 7-27 and Table 7H).

FAA Action: Approved. Implementation of this measure is considered to be within the authority of the Airport Authority of Washoe County.

PROGRAM MANAGEMENT ELEMENTS

1. Acquire and Implement noise and flight track monitoring System

Description: This measure recommends the Airport Authority of Washoe County acquire and install a permanent noise and flight track monitoring system for Reno/Tahoe International Airport. This system would include at least eight permanent noise monitors, a system for collecting and processing flight track data. This system would be used to monitor aircraft noise levels for comparison to the predictions made with the Integrated Noise Model for the Part 150 Study. The system is proposed to monitor compliance with four noise abatement measures.

FAA Action: Approved. This measure would enable the Airport Authority of Washoe County to improve its ability to monitor the effectiveness of the approved Noise Compatibility Program and to more precisely identify land uses that are not compatible with noise levels greater than 65 DNL. Approval of this measure does not obligate the FAA to participate in funding the acquisition or installation of the permanent noise monitors and associated equipment. Note, for the purpose of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds. The FAA notes that proposed NCP does not include any such thresholds.

2. Acquire Geographic Information System to Monitor Noise concerns and Program Implementation.

Description: This measure recommends the Airport Authority of Washoe County acquire a Geographic Information System for use in tracking and cataloging noise complaints, maintaining records of expenditure programs such as acoustical treatment and voluntary acquisition programs, and monitoring land use issues such as zoning changes and areas of new developments. The GIS system could be coupled with a permanent noise and flight track monitoring system.

FAA Action: Approved. This measure would enable the Airport Authority of Washoe County to improve its ability to monitor the effectiveness of the approved Noise Compatibility Program and to more precisely identify land uses that are not compatible with noise levels greater than 65 DNL. Approval of this measure does not obligate the FAA to participate in funding. The use of the GIS system along with any noise and flight track monitoring system may not be used for enforcement actions against aircraft operators regarding noise issues.

3. Continue Public Outreach and Noise Abatement Education Program.

Description: This measure recommends that the Airport Authority of Washoe County continue its public outreach program that includes meetings with various airport users and community groups around the airport to educate, update and solicit feedback concerning issues related to aircraft noise. (NCP Page 7-30, 7-31 and Table 7H)

FAA Action: Approved.

4. Monitor Implementation of Updated F.A.R. Part 150 Noise Compatibility Program.

Description: This measure recommends that the Airport Authority of Washoe County monitor compliance with the Noise Abatement Element of the Noise Compatibility Program. This involves coordination with the FAA Airport Traffic Control Tower Manager regarding compliance with Noise

Abatement Elements 1, 3, 4, 7, 8, 9, 10 and 11), and with airport users for compliance with Noise Abatement Measures 2, 5, and 6. This measure also includes maintaining communications between the airport sponsor and the communities of Reno, Sparks, Washoe County and Truckee Meadows. This is a continuation of FAA approved Continuing Planning Measure No. 1 of the 1991 NCP. (NCP pages 7-32, Table 7H).

FAA Action: Approved. This approval does not permit any enforcement actions related to compliance with flight procedures.

5. Update Noise Exposure Maps and Noise Compatibility Program.

Description: This measure recommends that airport management should review the NCP and consider revisions and refinements as necessary. Every seven (7) to ten (10) years the program would be updated to respond to the changing conditions in the local area and in the aviation industry. This is a continuation of FAA approved Continuing Planning Measure No. 3 of the 1991 NCP. (NCP Page 7-32, 7-33, Table 7H).

FAA Action: Approved.