

Part 150: Records of Approval

Chattanooga (Lovell Field), Tennessee

Approved on 9/23/96

The approvals listed herein include approvals of actions that Chattanooga Metropolitan Airport Authority 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 the 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. Approval of a specific measure does not commit the FAA to participation through financial assistance. However, several specific measure recommendations clarify Federal participation eligibility based on report development and content.

The Noise Compatibility Plan (NCP) for Chattanooga Metropolitan Airport (Lovell Field) is divided into two interrelated programs: the Land Use Management Plan, and the Implementation Plan. These recommendations are documented in Section 2, 'Executive Summary', and Section 5, Implementation Plan, FAR Part 150 Study.

CMAA is an abbreviation for Chattanooga Metropolitan Airport Authority which is the public agency that operates the Chattanooga Metropolitan (Lovell Field) Airport.

For land use measures involving voluntary residential acquisition, the term "voluntary on homeowners part" is interpreted to mean that condemnation will not be used rather than "voluntary acquisition" as defined in CFR 49 Part 24. Relocation assistance would be available.

A petition submitted by residents of Pine Grove Estates - Portview Hills (Attachment 2 to this ROA) indicates that a majority of homeowners will not participate in the voluntary acquisition program (Land Use Measures 1, 2, 3, 4, and 8) and have petitioned for a sound barrier as an alternative to the voluntary acquisition program. The airport sponsor has submitted as Land Use Measure 11 the installation of a sound barrier between the airport and Pine Grove Estates - Portview Hills subdivision. The FAA Action reflects the determination that the noise barrier satisfies Part 150 approval criteria and may be implemented based on the submission of information that a majority of homeowners intend to remain in the Portview Hills subdivision. Approval of both voluntary acquisition and the sound barrier ensures that remaining homeowners will not be prevented from participating in the voluntary acquisition program.

I. LAND USE MEASURES (NCP, Figure 3-1, pages 3-2, 4-2; also see Figure 3-3, NEM; August 28, 1996, letter from Airport Authority)

Land Use Measure #1 -- Voluntary Residential Acquisition - Gill Street

Voluntary (by homeowners) fee simple land acquisition and relocation assistance by CMAA of three (3) single family homes located within the 70 DNL contour on Gill Street. (pp. 2-3, 5-1 through 5-4 and Figures 3-2, 4-1 4-2).

FAA Action: Approved. The term "voluntary on homeowners part" is interpreted to mean that condemnation will not be used rather than "voluntary acquisition" as defined in CFR 49 Part 24 and, therefore, relocation assistance is available.

Land Use Measure #2 - Voluntary Residential Acquisition - Pinegrove Trail

Voluntary (by homeowners) fee simple land acquisition and relocation assistance by CMAA of ten (10) single family homes located within the 65 DNL contour and five (5) single family homes located outside the 65 DNL on Pinegrove Trail. (pp. 2-3, 5-1 thru 5-4 and Figures 3-2, 4-1 4-2). (Supplemental comments submitted as Attachment 2 to ROA)

FAA Action: Approved. The airport sponsor has adopted the Federal guidelines contained in 14 CFR Part 150, table 1. However, recommendation limits federal financial assistance for acquisition of parcels is limited to those parcels located wholly or partially with the 1999 forecast 65 DNL contour. The term "voluntary on homeowners part" is interpreted to mean that condemnation will not be used rather than "voluntary acquisition" as defined in CFR 49 Part 24 and, therefore, relocation assistance is available. It is recommended that non-federal funding be used for acquisition of parcels completely outside the 1999 forecast 65 DNL contour utilizing an equivalent relocation assistance process unless partial acquisition of a community/subdivision would disrupt community cohesion or produce other detrimental environmental results.

Land Use Measure #3 - Voluntary Residential Acquisition - Pinelawn Drive

Voluntary (by homeowners) fee simple land acquisition and relocation assistance by CMAA of seven (7) single family homes located within the 65 DNL contour and nine (9) single family homes located outside the 65 DNL on Pinelawn Drive. (pp. 2-3, 5-1 thru 5-4 and Figures 3-2, 4-1 4-2).

FAA Action: Approved. The airport sponsor has adopted the Federal guidelines contained in 14 CFR Part 150, table 1. Federal financial assistance for acquisition of parcels is limited to those parcels located wholly or partially with the 1999 forecast 65 DNL contour unless partial acquisition of a community/subdivision would disrupt community cohesion or produce other detrimental environmental results. However, recommendation limits federal financial assistance to acquisition of parcels located wholly or partially with the 1999 forecast 65 DNL contour. The term "voluntary on homeowners part" is interpreted to mean that condemnation will not be used rather than "voluntary acquisition" as defined in CFR 49 Part 24 and, therefore, relocation assistance is available. It is recommended that non-federal funding be used for acquisition of parcels completely outside the 1999 forecast 65 DNL contour utilizing an equivalent relocation assistance process unless partial acquisition of a community/subdivision would disrupt community cohesion or produce other detrimental environmental results.

Land Use Measure #4 - Voluntary Residential Acquisition - Portview Circle

Voluntary (by homeowners) fee simple land acquisition and relocation assistance by CMAA of seven (7) single family homes located within the 65 DNL contour and nine (9) single family homes located outside the 65 DNL on Portview Circle. (pp. 2-3, 5-1 thru 5-4 and Figures 3-2, 4-1 4-2).

FAA Action: Approved. The airport sponsor has adopted the Federal guidelines contained in 14 CFR Part 150, table 1. Federal financial assistance for acquisition of parcels is limited to those parcels located wholly or partially with the 1999 forecast 65 DNL contour unless partial acquisition of a community/subdivision would disrupt community cohesion or produce other detrimental environmental results. However, recommendation limits federal financial assistance to acquisition of parcels located wholly or partially with the 1999 forecast 65 DNL contour. The term "voluntary on homeowners part" is interpreted to mean that condemnation will not be used rather than "voluntary acquisition" as defined in CFR 49 Part 24 and, therefore, relocation assistance is available. It is recommended that non-federal funding be used for acquisition of parcels completely outside the 1999 forecast 65 DNL contour utilizing an equivalent relocation assistance process unless partial acquisition of a community/subdivision would disrupt community cohesion or produce other detrimental environmental results.

Land Use Measure #5 - Voluntary Residential Acquisition - Cedar Lane

Voluntary (by homeowners) fee simple land acquisition and relocation assistance by CMAA of three (3) single family homes located within the 65 DNL contour and eight (8) single family homes located outside the 65 DNL on Cedar Lane. (pp. 2-3, 5-1 thru 5-4 and Figures 3-2, 4-1 4-2).

FAA Action: Approved. The airport sponsor has adopted the Federal guidelines contained in 14 CFR Part 150, table 1. Federal financial assistance for acquisition of parcels is limited to those parcels located wholly or partially with the 1999 forecast 65 DNL contour unless partial acquisition of a community/subdivision would disrupt community cohesion or produce other detrimental environmental results. However, recommendation limits federal financial assistance to acquisition of parcels located wholly or partially with the 1999 forecast 65 DNL contour. The term "voluntary on homeowners part" is interpreted to mean that condemnation will not be used rather than "voluntary acquisition" as defined in CFR 49 Part 24 and, therefore, relocation assistance is available. It is recommended that non-federal funding be used for acquisition of parcels completely outside the 1999 forecast 65 DNL contour utilizing an equivalent relocation assistance process unless partial acquisition of a community/subdivision would disrupt community cohesion or produce other detrimental environmental results.

Land Use Measure #6 - Voluntary Residential Acquisition - Pinehurst Avenue

Voluntary (by homeowners) fee simple land acquisition and relocation assistance by CMAA of three (3) single family homes located within the 65 DNL contour and fifteen (15) single family homes located outside the 65 DNL on Pinehurst Avenue. (pp. 2-3, 5-1 thru 5-4 and Figures 3-2, 4-1 4-2).

FAA Action: Approved. The airport sponsor has adopted the Federal guidelines contained in 14 CFR Part 150, table 1. Federal financial assistance for acquisition of parcels is limited to those parcels located wholly or partially with the 1999 forecast 65 DNL contour unless partial acquisition of a community/subdivision would disrupt community cohesion or produce other detrimental environmental results. However, recommendation limits federal financial assistance to acquisition of parcels located wholly or partially with the 1999 forecast 65 DNL contour. The term "voluntary on homeowners part" is interpreted to mean that condemnation will not be used rather than "voluntary acquisition" as defined in CFR 49 Part 24 and, therefore, relocation assistance is available. It is recommended that non-federal funding be used for acquisition of parcels completely outside the 1999 forecast 65 DNL contour utilizing an equivalent relocation assistance process unless partial acquisition of a community/subdivision would disrupt community cohesion or produce other detrimental environmental results.

Land Use Measure #7 - Voluntary Residential Acquisition - Watts Avenue

Voluntary (by homeowners) fee simple land acquisition and relocation assistance by CMAA of five (5) single family homes outside the 65 DNL on Watts Avenue. (pp. 2-4, 5-1 thru 5-4 and Figures 3-2, 4-1 4-2).

FAA Action: Approved. The airport sponsor has adopted the Federal guidelines contained in 14 CFR Part 150, table 1. Federal financial assistance for acquisition of parcels is limited to those parcels located wholly or partially with the 1999 forecast 65 DNL contour unless partial acquisition of a community/subdivision would disrupt community cohesion or produce other detrimental environmental results. The term "voluntary on homeowners part" is interpreted to mean that condemnation will not be used rather than "voluntary acquisition" as defined in CFR 49 Part 24 and, therefore, relocation assistance is available. It is recommended that non-federal funding be used for acquisition of parcels completely outside the 1999 forecast 65 DNL contour utilizing an equivalent relocation assistance process.

Land Use Measure #8 - Voluntary Residential Acquisition - Airport Road

Voluntary (by homeowners) fee simple land acquisition and relocation assistance by CMAA of four (4) single family homes outside the 65 DNL on Airport Road. (pp. 2-3, 5-1 thru 5-4 and Figures 3-2, 4-1 4-2).

FAA Action: Approved. The airport sponsor has adopted the Federal guidelines contained in 14 CFR Part 150, table 1. Federal financial assistance for acquisition of parcels is limited to those parcels located wholly or partially with the 1999 forecast 65 DNL contour unless partial acquisition of a community/subdivision would disrupt community cohesion or produce other detrimental environmental results.

The term "voluntary on homeowners part" is interpreted to mean that condemnation will not be used rather than "voluntary acquisition" as defined in CFR 49 Part 24 and, therefore, relocation assistance is available. It is recommended that non-federal funding be used for acquisition of parcels completely the 1999 forecast 65 DNL contour utilizing an equivalent relocation assistance process.

Land Use Measure #9 - Voluntary Residential Acquisition - Hancock Road

Voluntary (by homeowners) fee simple land acquisition and relocation assistance by CMAA of twenty-one (21) single family homes outside the 65 DNL on Hancock Road. (pp. 2-3, 5-1 thru 5-4 and Figures 3-2, 4-1 4-2).

FAA Action: Approved. The airport sponsor has adopted the Federal guidelines contained in 14 CFR Part 150, table 1. Federal financial assistance for acquisition of parcels is limited to those parcels located wholly or partially with the 1999 forecast 65 DNL contour unless partial acquisition of a community/subdivision would disrupt community cohesion or produce other detrimental environmental results.

The term "voluntary on homeowners part" is interpreted to mean that condemnation will not be used rather than "voluntary acquisition" as defined in CFR 49 Part 24 and, therefore, relocation assistance is available. It is recommended that non-federal funding be used for acquisition of parcels completely outside the 1999 forecast 65 DNL contour utilizing an equivalent relocation assistance process.

Land Use Measure #10 - Soundproofing Program: Residential

Provide sound insulation for 94 residential dwelling units located within the 65 DNL contour. (pp. 2-4, 5-2 and Figure 5-2).

FAA Action: Approved.

However, we recommend federal financial assistance be limited to insulation of parcels located wholly or partially with the 1999 forecast 65 DNL contour. It is recommended that non-federal funding be used for insulation of parcels completely outside the 1999 forecast 65 DNL contour.

Land Use Measure #11 - Noise Barrier.

Construct a noise barrier between the Airport and the Pine Grove Estates - Portview Hills Subdivision area. (pp. 2-4, 3-1 through 3-4; Section 3.1.1, page 3-22; Figure 3-1; page 4-4 5-6 and Figure 3-1; Appendix E to the NCP; supplemental analysis submitted by the LPA Group dated August 20, 1996)

FAA Action: Approved based on information that a majority of homeowners intend to remain in the area. The supplemental information submitted by the airport sponsor's consultant indicates that a sound barrier located as shown on Figure 4-2 of the NCP would provide a noise benefit to the Pine Grove Estates - Portview Hills Subdivision. This approval will be withdrawn if the Pine Grove Estates Portview Hills subdivision is acquired by the airport in accordance with land use Measures 2, 3, 4, and 8 of this ROA.

Disapproved. The benefits provided by a noise barrier would be limited to take-off and roll-out on Runway 02. The proposal was eliminated from detailed study in Section 3, Noise Abatement Alternatives, but added to the recommended program at the request of residents in the Pine Grove Estates and Portview Hills neighborhoods after the public workshop (meeting). The benefit vs cost though not specifically determined appears to be low. The estimated cost of the barrier presented by CMAA is more than double the cost of the homes along what is designated as Gill Street which would be the primary beneficiaries. The range of noise reduction needs further study to determine if in fact a reduction approaching 10 dB is possible. In addition, the project would need further analysis to determine if any environmental issues are involved.

Land Use Measure #12 - Local Planning Agency Conclusions Adoption.

Incorporate the findings of the NCP study into the City of Chattanooga and Hamilton County Comprehensive Plans.. (pages .4-15; 5-6, 5-7; 8-1; Figure 8-1, Figure 8-5)

FAA Action: Approved

Land Use Measure #13 - Informal Environmental rReview Process Adoption. (pages 4-15; 5-7, 5-8, Figure 5-3)

Enact an informal environmental review process to address noise impacts on new or redevelopment in the vicinity of the airport.

FAA Action: Approved

Height restrictions are not approved for purposes of Part 150 but are separately addressed under 14 CFR Part 77. FAA's decision not to include the height restriction portion of this element in the Part 150 approval does not indicate FAA's disapproval of

the measure for Part 77 purposes or reflect on the effectiveness of the height restriction for purposes of aviation safety.

Land Use Measure #14 - Annual Publication of NEM and NCP (pages 4-14; 5-8)

Annually publicize the Noise Exposure Maps and Noise Compatibility Program.

FAA Action: Approved

Land Use Measure #15 - Airport Overlay Zoning (pages 4-15, 5-9, 5-10; Figure 4-3)

Incorporate an Airport Zoning Overlay District into the Zoning Ordinance.

FAA Action: Approved