

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL

14 CFR PART 150 NOISE COMPATIBILITY PROGRAM

GEORGETOWN MUNICIPAL AIRPORT

GEORGETOWN, TEXAS

_____ Assistant Administrator for Aviation Policy, Planning and Environment, AEP-1	_____ Date	_____ CONCUR	_____ NONCONCUR
--	---------------	-----------------	--------------------

_____ Chief Counsel, AGC-1	_____ Date	_____ CONCUR	_____ NONCONCUR
-------------------------------	---------------	-----------------	--------------------

_____ Associate Administrator for Airports, ARP-1	_____ Date	_____ APPROVE	_____ DISAPPROVE
---	---------------	------------------	---------------------

RECORD OF APPROVAL

GEORGETOWN MUNICIPAL AIRPORT

FEDERAL AVIATION REGULATION PART 150 NOISE COMPATIBILITY PROGRAM

Statements within the program measures below summarize as closely as possible the airport operator's recommendations contained in the Noise Compatibility Plan (NCP). The statements within the summaries, which precede the indicated Federal Aviation Administration (FAA) approval, disapproval, or other determination, do not represent the opinions or decisions of the FAA. The page numbers in parentheses cross-reference the submitted document/addenda.

The approvals listed herein include approvals of actions that the City of Georgetown recommends be taken by the FAA. The approvals indicate only that the actions would, if implemented, be consistent with the purposes of Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

1 – NOISE ABATEMENT ELEMENT

1. Encourage Departing Aircraft To Use Best Rate Of Climb (Vy). [Page 7-3]

Description: This element describes how the airport encourages pilots to depart the airport using the best rate of climb (Vy). It is intended to reduce the overall level of the noise event on the ground. The airport intends to retain this measure, which has been in effect and was included in the baseline assumptions for the Noise Exposure Maps. It is part of the airport's existing "Fly Friendly" program.

FAA Action: DISAPPROVED FOR PURPOSES OF PART 150. The airport sponsor initiated this measure for purposes of noise mitigation, and it is part of the baseline noise environment analyzed in the study documents. Because it is included in the chapter requesting FAA approval, and there is no analysis to demonstrate the measure's noise benefits, the FAA cannot determine how the measure contributes to improving the noise environment around Georgetown Municipal Airport. This disapproval for purposes of Part 150 does not prohibit the airport sponsor from continuing this action. Alternately, the airport sponsor may submit supplemental information and the FAA may be able to approve it as a Part 150 program measure if it is shown to satisfy the approval criteria of Part 150.

2. Encourage Aircraft To Begin Departure From The End Of The Runway. [Page 7-3]

Description: This element describes how the airport encourages departing aircraft to begin the takeoff roll at the runway end. It is intended to increase the distance between aircraft and noise sensitive land uses during aircraft climb-out. The airport intends to retain this measure,

which has been in effect and was included in the baseline assumptions for the Noise Exposure Maps. It is part of the airport's existing "Fly Friendly" program.

FAA Action: DISAPPROVED FOR PURPOSES OF PART 150. The airport sponsor initiated this measure for purposes of noise mitigation, and it is part of the baseline noise environment analyzed in the study documents. Because it is included in the chapter requesting FAA approval, and there is no analysis to demonstrate the measure's noise benefits, the FAA cannot determine how the measure contributes to improving the noise environment around Georgetown Municipal Airport. This disapproval for purposes of Part 150 does not prohibit the airport sponsor from continuing this action. Alternately, the airport sponsor may submit supplemental information and the FAA may be able to approve it as a Part 150 program measure if it is shown to satisfy the approval criteria of Part 150.

3. Avoid Prolonged Run-Ups And Perform Them As Near The Center Of The Airport As Possible. [Pages 7-3 and 7-4]

Description: This element describes how the airport currently requests that maintenance run-ups be performed as near the airport center as possible, and kept to minimum duration. These run-ups are performed at one of two locations on the airfield, depending on wind direction. The airport intends to retain this measure, which has been in effect and was included in the baseline assumptions for the Noise Exposure Maps. It is part of the airport's existing "Fly Friendly" program.

FAA Action: DISAPPROVED FOR PURPOSES OF PART 150. The airport sponsor initiated this measure for purposes of noise mitigation, and it is part of the baseline noise environment analyzed in the study documents. Because it is included in the chapter requesting FAA approval, and there is no analysis to demonstrate the measure's noise benefits, the FAA cannot determine how the measure contributes to improving the noise environment around Georgetown Municipal Airport. This disapproval for purposes of Part 150 does not prohibit the airport sponsor from continuing this action. Alternately, the airport sponsor may submit supplemental information and the FAA may be able to approve it as a Part 150 program measure if it is shown to satisfy the approval criteria of Part 150.

4. Continue Use Of NBAA Standard Noise Abatement Departure Procedures. [Page 7-4]

Description: This element encourages business jet operators to use National Business Aviation Association (NBAA) procedures. These procedures involve the management of flap settings, thrust, speed and climb rate to reduce noise quickly after take off. The airport intends to retain this measure, which has been in effect and was included in the baseline assumptions for the Noise Exposure Maps. It is part of the airport's existing "Fly Friendly" program.

FAA Action: DISAPPROVED FOR PURPOSES OF PART 150. The airport sponsor initiated this measure for purposes of noise mitigation, and it is part of the baseline noise

environment analyzed in the study documents. Because it is included in the chapter requesting FAA approval, and there is no analysis to demonstrate the measure's noise benefits, the FAA cannot determine how the measure contributes to improving the noise environment around Georgetown Municipal Airport. This disapproval for purposes of Part 150 does not prohibit the airport sponsor from continuing this action. Alternately, the airport sponsor may submit supplemental information and the FAA may be able to approve it as a Part 150 program measure if it is shown to satisfy the approval criteria of Part 150.

5. Maintain Right-hand Traffic Pattern on Runway 36. [Pages 7-4 and 7-5]

Description: This element continues the non-standard, right hand traffic pattern for aircraft using Runway 36. It keeps the downwind leg over the I-35 corridor instead of noise-sensitive development west of the airport. Using a standard pattern would cause numerous overflights of residential areas. The airport intends to retain this measure, which has been in effect and was included in the baseline assumptions for the Noise Exposure Maps. It is part of the airport's existing "Fly Friendly" program.

FAA Action: DISAPPROVED FOR PURPOSES OF PART 150. The airport sponsor initiated this measure for purposes of noise mitigation, and it is part of the baseline noise environment analyzed in the study documents. Because it is included in the chapter requesting FAA approval, and there is no analysis to demonstrate the measure's noise benefits, the FAA cannot determine how the measure contributes to improving the noise environment around Georgetown Municipal Airport. This disapproval for purposes of Part 150 does not prohibit the airport sponsor from continuing this action. Alternately, the airport sponsor may submit supplemental information and the FAA may be able to approve it as a Part 150 program measure if it is shown to satisfy the approval criteria of Part 150.

6. Designate Runway 11 as the Preferential Nighttime Runway for Departures. [Pages 5-35 - 5-39, Exhibit 5H, and page 7-5]

Description: This measure recommends that for aircraft weighing less than 12,500 pounds, Runway 11, between the hours of 10:00 p.m. and 7:00 a.m., be designated as the preferential departure runway. The result of this policy would be to shift noise exposure, from aircraft departing on Runway 18, from areas south of the airport to areas southeast of the airport. Implementation would result in a decrease in population from 79 to 73 exposed to 65+ DNL. Conversely, this measure has the potential to increase the population exposed to 65+ DNL by 12 should development occur according to current land use plans and zoning.

FAA Action: DISAPPROVED. Most aircraft are located east of Runway 18/36. Encouraging the use of Runway 11 would require aircraft to cross Runway 18/36 during taxi and again on departure. This would double the chance for a runway incident. The measure is therefore inconsistent with efforts to reduce runway incursions, and does not satisfy approval criteria under 14 CFR Part 150.

7. Runway 11 Noise Abatement Departure Turn. [Pages 7-5 and 7-6]

Description: This measure recommends that VFR aircraft departing Runway 11 be encouraged to utilize Interstate Highway 35 as a noise corridor. Aircraft departing in a southerly or westerly direction would turn south over the highway, while those departing to the north or east would turn north over the interstate. Use of this measure would be limited to aircraft weighing less than 12,500 pounds.

FAA Action: NO ACTION required at this time. This measure relates to flight procedures under Title 49 U.S.C., Section 47504(b). Additional information on the procedure and its benefits, and review by FAA are necessary to evaluate the operational safety, feasibility, and environmental effects of this proposal.

8. Promote Use of AOPA Noise Awareness Steps by Light Single and Twin-engine Aircraft. [Page 7-6]

Description: This measure recommends the Airport promote the use of AOPA Noise Awareness steps. The Aircraft Owners and Pilots Association (AOPA) encourages quiet and neighborly flying by distributing generalized noise abatement procedures for use by propeller aircraft. The use of these procedures is to be reflected in the Airport's "Fly Friendly" program, and informational brochures. The AOPA guide is published in Appendix E.

FAA Action: APPROVED as a voluntary measure only. Signs and other publications must not construe the procedure as mandatory for noise abatement purposes. Prior to release, documentation must be approved for wording and content by the appropriate FAA office.

9. Continue to Coordinate with Military Units on Helicopter Training Issues. [Pages 7-6 and 7-7]

Description: Military helicopters occasionally conduct practice approaches at the airport. This measure recommends the Airport continue to coordinate with military units on helicopter training issues and advise them of the Fly Friendly program and the noise sensitive areas.

FAA Action: APPROVED as a voluntary measure only. Signs and other publications must not construe the procedure as mandatory for noise abatement purposes. Prior to release, language must be approved for wording and content by the appropriate FAA office.

10. Orient New Buildings at the Airport to Shield Nearby Neighborhoods from Noise on the Ramp and Runways. [Page 7-7]

Description: This measure recommends new hangars and other aviation related buildings be constructed in areas between aircraft movement areas and residential areas adjacent to the airport.

FAA Action: APPROVED

11. Build Engine Maintenance Run-up Enclosure. [Pages 5-39 – 5-42, Exhibits 5J and 5K, pages 7-7 and 7-8]

Description: This measure recommends construction of an engine maintenance run-up enclosure.

FAA Action: DISAPPROVED pending submission of additional information. Approval of this measure requires evidence of a net noise benefit to noncompatible land uses, information to determine whether the residences included in the sound insulation program, described below, also would be benefitted by the run-up enclosure. Information provided on pages 5-39 through 5-42 does not provide sufficient information to make an informed analysis.

2 - NOISE MITIGATION ELEMENT

1. Acoustically Treat 27 Homes Within the 2008 65 DNL Noise Contour. [Pages 7-8 and 7-9]

Description: This measure seeks to acoustically treat 27 homes within the 2008 65 DNL noise contour.

FAA Action: APPROVED. Federal funding is subject to compliance with Airport Improvement Handbook, FAA Order 5100.38B, paragraph 812.

3 – LAND USE PLANNING ELEMENT

1. Establish an Airport Influence Area (AIA) and Adopt the 2008 Noise Contours as a Basis for Noise Compatibility Planning. [Page 7-9]

Description: This measure seeks to define the area in which noise compatibility planning should apply.

FAA Action: APPROVED IN PART. Adoption of the 2008 Noise Contours into the City of Georgetown's General Plan will assist the City in making appropriate land use planning decisions and is therefore approved.

The proposed AIA is based on FAR Part 77 horizontal surface standards. These standards are related to airspace design and are unrelated to noise mitigation, the purpose of Part 150. This portion of the recommended measure is therefore **DISAPPROVED FOR PURPOSES OF PART 150**. This disapproval should not be interpreted as minimizing or negating the efforts of the City to provide a safe operating environment around the airport.

2. Enact Project Review Guidelines for the Review of Development Projects within the AIA. [Pages 7-9 and 7-10]

Description: This measure seeks to provide guidance to land use decision makers in their review of projects within the airport influence area. It would include special project review criteria to help determine noise sensitivity of land uses.

FAA Action: APPROVED. The Federal government has no authority to control local land use; the local government has the authority to implement this measure.

3. Change the Zoning Classification of Airport Property from R-P, Residential Planned, to a More Suitable Zoning Classification. [Page 7-10]

Description: This measure seeks to change the zoning classification of airport property to a more suitable zone. Currently airport property is zoned R-P, Residential Planned.

FAA Action: APPROVED. The Federal government has no authority to control local land use; the local government has the authority to implement this measure.

4. Amend the Avigation Easement Contained Within the City of Georgetown's Subdivision Regulations to Take the Form of a Noise and Avigation Easement.
[Pages 7-10 and 7-11]

Description: This measure seeks to amend the City of Georgetown's Avigation Easement to include noise. Present easement addresses height restrictions only.

FAA Action: APPROVED. The Federal government has no authority to control local land use; the local government has the authority to implement this measure.

4 – PROGRAM MANAGEMENT ELEMENT

1. Develop A Public Outreach And Noise Abatement Education Program. [Page 7-11]

Description: This element recommends the City of Georgetown continue its public outreach program to educate, update, and solicit feedback concerning issues relating to aircraft noise.

FAA Action: APPROVED.

2. Monitor Implementation of the F.A.R. Part 150 Noise Compatibility Program. [Page 7-11]

Description: This element recommends the Airport monitor implementation and compliance with elements contained within the NCP.

FAA Action: APPROVED.

3. Publish a Pilot Guide. [Page 7-12]

Description: This element recommends a pilot guide be published describing airport noise abatement information.

FAA Action: APPROVED. Prior to release, language in the guide must be approved for wording and content by the appropriate FAA office.

4. Update Noise Exposure Maps and Noise Compatibility Program. [Pages 7-12 and 7-13]

Description: These elements recommends the Airport review the Noise Exposure Maps and the Noise Compatibility Program and consider revisions and refinements as necessary.

FAA Action: APPROVED.