

## Part 150: Records of Approval

### Austin-Bergstrom International Airport, Texas

Approved on 11/7/00

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 Austin 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.

**Recommendation (10.2.1): The Fly Quiet Program consists of adoption of an informal preferential runway use policy and flight track management procedures.**

[Pages 7-3 through 7-4, 7-9 through 7-10, 10-2 through 10-3, Table 7.2, Figure 7.5 and Appendix I]

This recommendation recognizes the letter of agreement reached between the city of Austin Department of Aviation and the Austin Air Traffic Control Tower. The agreement prescribes the procedures in the Informal Noise Abatement Program to be used at the Austin-Bergstrom International Airport was developed in accordance with the FAA Order 8400.9, Section 7. The informal Preferential Runway Use Policy would require all flights between the hours of midnight and 6:00 am to be assigned Runway 35L or 35R for arrival and 17L or 17R for departure.

**FAA Action: FAA Determination: Approved as voluntary.**

This informal preferential runway use policy is approved on a voluntary basis only. The FAA recognizes that not all aircraft in all conditions will be able to implement the two preferential runway procedures outlined in the letter of agreement. This letter of agreement should not be construed to affect the discretion of the FAA and the pilot in command to deviate from the preferential runway use policy when appropriate due to safety concerns or wind and weather conditions. The two preferential runway procedures described in the letter of agreement can only be used as long as weather and runway conditions meet the criteria established in the FAA Order 8400.9, Section 7. FAA Order 8400.9, Section 7 addresses the operational safety criteria for runway use programs.

**Recommendation 10.2.2: Land Use Mitigation Measures**

**# 1. Land Acquisition Program: Offer land acquisition to change land use for the following areas: Linda Vista Road Neighborhood, Moores Bridge Road/FM 973 Residential Area, FM 973/Elroy Road Residential Area, US Highway South 183 Residential Area, Del Valle**

**Residential Area single family and mobile homes, Colton Road/FM 812/US Highway 183 South Residential Area, Bain Road Residential Area, and McAngus Road/Towery Lane Residential Area.**

[Pages 8-3 through 8-6 and 10-3, Figures 8.1, 8.2, 8.3 and 8.4, and Tables 8.1 and 8.2]

All of these neighborhoods fall within or substantially within the DNL 65+ noise contour of the 2004 Noise Exposure Map, With Program Implementation. The Linda Vista Road Neighborhood contains approximately 17 mobile homes, 12 single-family homes, 1 multi-family home and approximately 19 vacant lots designated for residential development. In order to change the land use of this area, the city of Austin will need to acquire the entire tract, including the vacant land. The properties recommended for land acquisition with the Moores Bridge Road/FM 973 Residential Area include approximately two mobile homes and two single-family homes potentially eligible for listing on the National Register of Historic Places. The FM 973/Elroy Road Residential Area contains approximately three single-family homes. The U.S. Highway South 183 Residential Area contains approximately three single-family homes. The properties recommended for land acquisition within the Del Valle Residential Area include two single-family homes, three mobile homes and one mobile home park. The Colton Road/FM 812/US Highway 183 South Residential Area contains three single-family homes. The Bain Road Residential Area contains two mobile homes.

The McAngus Road/Towery Lane Residential Area contains approximately eight mobile homes and eight single-family homes. In order to achieve equality within the neighborhood, the project area includes the contiguous parcels at the intersection of Towery Lane and McAngus.

**FAA Action: FAA Determination: Approved.**

At the time this measure is implemented, it is subject to an evaluation that the property is within the DNL 65 dB noise contour and either has been, or is highly likely to be, developed noncompatibly and local controls are insufficient to prevent the development to the extent that it includes acquisition that is not already residentially developed.

When combined with Recommendation 10.2.2, #2, this measure would ensure no incompatible land use within the DNL 65 dB and higher noise contour. The acquisition of these homes is subject to the Uniform Relocation Assistance and Real Property Acquisition Policies Act and property owners are eligible for relocation assistance.

FAA approval of proposed actions to change the land use of properties that may be eligible for the National Register of Historic Places is subject to applicable requirements of the National Historic Preservation Act and implementing regulations 36 Code of Federal Regulations, part 800, Protection of Historic Properties, as implemented in accordance with FAA Order 5050.4A, *Airport Environmental Handbook*.

**Recommendation 10.2.2: Land Use Mitigation Measures**

**# 2. Sound Insulation Program. Install noise attenuating materials for the following properties: United Pentecostal Church, Bergstrom Arms Apartment, Sunscape Apartments, Silverstone Inn and Richard Moya Park Ranger's residence in exchange for an avigation easement.**

[Pages 8-11 through 8-14 and 10-3, Figures 8.2, 8.6 Tables 8.3 and Appendix H]

As a condition of receiving sound insulation, avigation easements would be attached to the property deed.

**FAA Action: FAA Determination: Approved.**

The measure would enhance existing land use compatibility near the airport.

**Recommendation 10.2.3: Program Management Measures**

**# 1. Flight Track and Noise Monitoring System. Consider establishing a noise and flight track monitoring program with noise monitors and a FAA-approved flight track monitoring system.**

[Pages 9-1, 9-2 and 10-3]

Automated systems that gather, maintain, summarize and report monitoring results are currently available, and the Airport wishes to upgrade its monitoring program to incorporate these enhancements in monitoring and report production.

An integrated monitoring system which combines noise measurements and flight track surveying is recommended to assist the Airport and the FAA ATCT personnel in the continued implementation of the operational strategies.

**FAA Action: FAA Determination: Approved.**

For reasons of aviation safety, this approval does not extend to use of the monitoring equipment for enforcement purposes by in situ measurement of any present noise thresholds.

**Recommendation 10.2.3: Program Management Measures**

**# 2. Program Revision. FAR Part 150 §150.21(d) indicates that if any change in the operation of the Austin-Bergstrom International Airport would create any "substantial, new compatible use" in any area depicted on the map beyond that which is forecast for the 2004 Future Condition, Without Program Implementation, the city of Austin shall promptly prepare and submit a revised NEM. If such a revision to the NEM becomes necessary, the NCP will be revised accordingly.**

[Pages 9-2, 9-3 and 10-3]

The management of Austin-Bergstrom International Airport will review and update the NCP and consider refinements and revisions when necessary. The Airport will monitor the aircraft types and numbers which operate at the Airport to determine changes in the forecasts contained in the FAR Part 150 Study. The Airport would reevaluate the program when there is a significant change in operations or aircraft types or at the end of the five-year timeframe.

**FAA Determination: Approved.**