

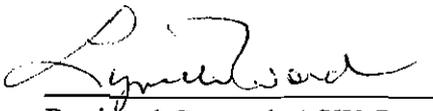
**FEDERAL AVIATION ADMINISTRATION**

**RECORD OF APPROVAL**

**14 C.F.R. PART 150 NOISE COMPATIBILITY PROGRAM**

**Austin-Bergstrom International Airport**

**Austin, Texas**

  
Regional Counsel, ASW-7

12/3/07  
Date

Concur

Nonconcur

  
Airports Division Manager,  
ASW-600

12/7/07  
Date

Approved

Disapproved

## RECORD OF APPROVAL

### Austin-Bergstrom International Airport, Austin, Texas

#### 14 C.F.R. PART 150 NOISE COMPATIBILITY PROGRAM

The Austin-Bergstrom International Airport (AUS), Austin, Texas Noise Compatibility Program (NCP) describes the current and future non-compatible land uses based upon the parameters established in 14 Code of Federal Regulation (CFR) Part 150, Airport Noise Compatibility Planning. Preparation of the Part 150 study is an update and consists of program measures approved in previous NCPs and new measures presented for approval in the 2007 NCP. The recommended program measures are summarized on Pages 10-1 through 10-4 of the NCP.

Statements within the program measures below summarize as closely as possible the airport operator's recommendations for new measures contained in the Noise Compatibility Plan (NCP). The statements within the summaries, which precede the indicated 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 here 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.

#### **REMEDIAL LAND USE MEASURES**

1. The acquisition of 65 parcels of property containing 197 housing units and Austin First Church is being recommended for inclusion in this noise compatibility program (NCP, page 9-15).

This recommendation by the Sponsor includes the acquisition of single-family and multi-family residential land uses, vacant land uses, and a place of worship (Austin First Church). FAA action below addresses specific elements of the Sponsor's recommendation. Funding eligibility of the elements is governed by Agency policy published in the Federal Register on April 3, 1998 (Volume 63, Number 64), stating that the FAA will not approve Federal funding to mitigate noise-sensitive land uses constructed after October 1, 1998 within known noise contours.

#### **A. Acquisition of Austin First Church and single family and multi-family residences contained in, or partially in, the 2012 65-69.9 DNL contour (NCP, Figures 9.2, 9.3, 9.4, 9.5, and 9.6).**

*FAA Action: Approved* – Austin First Church (parcel #39) and parcels 1, 4, 6-9, 13-22, 24, 28-32, 40-43, 46-48, and 50-65 (46 parcels).

**B. Acquisition of single-family and multi-family residences in the 2012 less than 65 DNL contour (NCP, Figures 9.2 and 9.3).** Figures 9.2 and 9.3 illustrate the impact of the 65 DNL contour on the Patton Ave./Jet Lane neighborhood. As evident on these figures the 65 DNL contour divides the neighborhood leaving remnant parcels on the northeast and southwest ends.

*FAA Action: Approved* – Page 9-5 of the NCP provides “If only those properties contained within the 2012 65 DNL contour are purchased, the remainder of the neighborhood would be isolated from each other with large parcels of vacant land between the two small portions that would remain. This swath of vacant land in the middle of the neighborhood would make it impossible for the City to sell the land in the future for compatible development and would not achieve equity in the neighborhood.”

Approval is specific to Parcels 2, 11, 12, 25, 26, and 33-37 (10 parcels). Federal funding eligibility criteria provides for expansion of the eligible area to maintain neighborhood equity.

**C. Acquisition of vacant parcels contained in the 2012 60-69.9 DNL contour.** Vacant parcels 3, 5, 23, 44, and 45 are contained in the 65-69.9 DNL contour. Parcels 10, 27, and 38 are contained in the 2012 less than 65 DNL contour but are included in the Patton Ave./Jet Lane neighborhood.

*FAA Action: APPROVED* – Page 9-13 of the NCP documents the Sponsor’s observation that non-compatible development is highly likely and local controls are inadequate to prevent that development.

Approval is specific to parcels 3, 5, 10, 23, 27, 38, 44, 45 and 49 (9 parcels).

## **PROGRAM MANAGEMENT MEASURES**

1. Upgrading the existing ANOMs software and hardware to the newest version of the system is recommended for inclusion in the AUS noise compatibility program to allow the Airport to continue their implementation and monitoring of the noise abatement program (NCP, page 10-3).

*FAA Action: APPROVED.*

2. Airport Noise Abatement Office to routinely examine operating characteristics of the Airport to determine if significant changes have occurred requiring the update to the Noise Exposure Maps is being recommended for inclusion in the AUS noise compatibility program.

*FAA Action: APPROVED.*