

RECORD OF APPROVAL

ADDISON AIRPORT
ADDISON, TEXAS

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 sponsor's (Town of Addison) final NCP recommendations are listed in Table 7D, beginning at page 7-21. 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 Town of Addison 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.

I – NOISE ABATEMENT ELEMENT

1. Continue pilot education program. [Page 7-3]

Description: The pilot education program and noise abatement brochure distribution program is to educate pilots based at ADS and transient pilots. It informs pilots of noise sensitive land uses within the airport environs and encourages avoidance whenever possible. This is a continuation of noise abatement element approved in the 1991 NCP.

FAA Action: APPROVED.

2. Continue to encourage use of NBAA noise abatement procedures. [Pages 7-3 and 7-4. Withdrawn by airport sponsor by letter dated 9/13/05]

FAA Action: No Action Required. The airport operator has withdrawn the measure.

3. Continue to promote use of AOPA noise awareness steps by light single and twin-engine aircraft. [Page 7-4. Withdrawn by airport sponsor by letter dated 9/13/05].

FAA Action: No Action Required. The airport operator has withdrawn the measure.

4. Continue existing run-up policies. [Page 7-5. Withdrawn by airport sponsor by letter dated 9/13/05]

FAA Action: No Action Required. The airport operator has withdrawn the measure.

5. **Create a departure procedure for runway 15 that incorporates maintaining runway heading for 1.5 distance measuring equipment (DME) prior to turning on course for business jets and turboprop aircraft.** [Pages 7-5 and 7-6]

Description: This element proposes development of a departure procedure, for turbine aircraft, that incorporates maintaining runway heading for 1.5 DME when departing runway 15.

FAA Action: DISAPPROVED. The measure does not meet Part 150 approval criteria. This procedure does not reduce existing non-compatible land uses exposed to 65 DNL, and is likely to impact airspace operational efficiency. There already exist 7 departure procedures within the Dallas-Ft. Worth area. Also, developing an RNAV procedure is not viable at this time.

II – LAND USE MANAGEMENT ELEMENT

1. **Establish an airport influence area (AIA) for the purposes of land use regulation.** [Page 7-6, 7-7, and Exhibit 7A. A detailed description of the AIA concept is contained in chapter 6, pages 6-2 through 6-3. The sponsor has adopted the Federal compatibility table (see NCP chapter 6 and NEM documentation).]

Description: The Town of Addison should adopt an AIA for land use planning purposes. It is requested that the cities of Farmers Branch, Carrollton, and Dallas also consider adopting such a boundary. The AIA would define the area within which airport noise now and in the future might have significant influence on local residents and potentially noise-sensitive land uses. It would be appropriately contained within the various jurisdictions' general plan, or in the case of Dallas, the zoning ordinance.

Many factors were considered when determining the boundaries of the AIA, including noise contours, flight tracks, and the Part 77 horizontal surface. In this study, the projected noise contours for the year 2007 are the largest contours. They represent a reasonable estimate of the largest area, which is at risk of being exposed to aircraft noise above the threshold level of 65 DNL.

Another critical consideration in determining the AIA boundaries is the location of the generalized flight tracks. From a noise and annoyance perspective, of greatest concern are the departure tracks and the touch-and-go traffic pattern tracks. The final factor considered during the determination of the boundaries of the AIA was the Part 77 horizontal surface. This surface is a good indicator of areas that are impacted by aircraft overflights around the airport. The use of this Part 77 boundary will allow for land use alternatives to be considered for all impacted properties within the 65 DNL noise contour as well as undeveloped property surrounding the airport that is not contained within the contours.

FAA Action: APPROVED IN PART, DISAPPROVED IN PART. Those areas contained within the airport sponsor's adopted NEM contours are approved.

A portion of the suggested AIA is based on FAR Part 77 horizontal standards. Part 77 surfaces are related to airspace design and are unrelated to noise mitigation. This

portion of the recommendation is therefore **DISAPPROVED FOR PURPOSES OF PART 150**. This disapproval should not be interpreted as minimizing or negating the efforts of the Town of Addison to provide a safe operating environment around the airport.

The local governments have the authority to implement this measure; the Federal government has no authority to control local land-uses.

2. Update the General Plans for the Town of Addison and cities of Carrollton and Farmers Branch. [Page 7-7]

Description: This element recommends the Town of Addison adopt the 2007 65 DNL noise contour in the general plan and discourage all noise sensitive development within the 65 DNL. The element additionally requests the cities of Farmers Branch and Carrollton consider adoption of the 2007 DNL contours.

FAA Action: APPROVED. The local governments have the authority to implement this measure. The Federal government has no authority to control local land uses.

3. Establish project review guidelines for the review of development projects within the AIA. [Page 7-7 and 7-8]

Description: This element proposes project review criteria for development within the AIA (Land Use Measure 1). The following project review criteria are suggested for use in reviewing planned development, rezoning, special use, conditional use, and variance applications within the AIA. The Town of Addison should adopt these criteria; it is requested that the cities of Dallas, Carrollton, and Farmers Branch also consider implementing this tool.

1. Determine the sensitivity of the subject land use to aircraft noise levels based on the requirements contained within table 7A [this table depicts FAA Part 150 Table 1 criteria for the DNL 65 dB for Airport Overlay (AO) Zone 1 (AO-1), and provides additional criteria for areas outside of the DNL 65 dB (AO-2 (approach and departure paths) and AO-3 (the balance of the area encompassed by ADS' FAR Part 77 boundaries))]
2. Advise the airport management of development proposed within the DNL 65 dB noise contour.
3. Locate noise sensitive public facilities outside the DNL 65 dB 2007 noise contour, and away from primary aircraft traffic pattern, if possible. Also, require the dedication of noise and aviation easements to the Town of Addison as airport proprietor.
4. Discourage the approval of rezonings, exceptions, variances, and conditional uses which introduce noise-sensitive development into areas exposed to noise exceeding DNL 65 dB.

FAA Action: APPROVED. The local governments have the authority to implement this measure. The Federal government has no authority to control local land uses.

4. **Maintain compatible zoning designations within the AIA.** [Page 7-8]

Description: This element directs that existing zoned compatible land uses within the 2007 65 DNL be maintained. The Town of Addison would implement this measure. It is requested that the cities of Dallas, Carrollton, and Farmers Branch also consider implementing this measure.

FAA Action: APPROVED. The local governments have the authority to implement this measure. The Federal government has no authority to control local land uses.

5. **Enact overlay zoning to provide noise compatibility use standards within the AIA.** [Page 7-9 and Table 7A]

Description: This element proposes to regulate land uses within the AIA. It would establish three overlay zones (AO's are briefly described in Land Use Measure 3, above), with varying levels of protection based on the district designation. Exhibit 7B depicts the recommended noise overlay zones.

FAA Action: APPROVED IN PART, DISAPPROVED IN PART. The local governments have the authority to implement this measure. The Federal government has no authority to control local land uses.

The airport sponsor's NEMs depict contours to the DNL 65 dB. Controls to restrict development to non-noise sensitive land uses within the 2007 NEM 65 and greater DNL contour of the AIA (AO-1) are **APPROVED**.

Controls implemented to regulate future development outside of the sponsor-adopted NEMs are **DISAPPROVED FOR THE PURPOSES OF PART 150**. This disapproval should not be interpreted as minimizing or negating the efforts of local jurisdictions to provide prudent planning for areas contained within the AIA.

6. **Amend subdivision regulations to require the granting of an aviation easement prior to development within the AIA.** [Pages 7-9 and 7-12]

Description: The Town of Addison should amend its subdivision regulations to support the relevant requirements of the AO zoning amendments. It is requested that the cities of Farmers Branch, Carrollton, and Dallas also consider similar amendments.

FAA Action: APPROVED. One element of the AIA is to "Locate noise sensitive public facilities outside the DNL 65 dB 2007 noise contour, and away from primary aircraft traffic pattern, if possible. Also, require the dedication of noise and aviation easements to the Town of Addison as airport proprietor." (See Land Use Measure 3, above, and detailed descriptions at pages 7-6 through 7-12 of the NCP).

FAA's policy is that new noise sensitive land uses should be prevented from developing around airports or, in cases where prevention is not feasible because the airport sponsor does not control land uses, they should be rendered compatible with noise exposure levels through measures such as sound insulation during construction. Avigation easements would provide a measure of compatibility with the airport.

The FAA's policy published in the Federal Register April 3, 1998 (Volume 63, Number 64), states that the FAA will not approve Federal funding to mitigate noise-sensitive land uses constructed after October 1, 1998.

The local governments have the authority to implement this measure. The Federal government has no authority to control local land-uses.

7. Amend Building Codes in Each Jurisdiction to Incorporate Prescriptive Noise Standards and require an avigation easement as a condition of development, extensive remodeling or reconstruction, as these types of construction typically require a building permit and inspections. [Pages 7-12 and 7-13]

Description: For those areas contained within the DNL 65 dB noise contour, the Town of Addison should amend its building codes to incorporate prescriptive noise standards. It is requested that the cities of Farmers Branch, Carrollton, and Dallas also consider such an amendment. Existing building codes would be amended to set forth specific construction standards intended to achieve a given level of noise reduction.

FAA Action: APPROVED. FAA's policy is that new noise sensitive land uses should be prevented from developing around airports or, in cases where prevention is not feasible because the airport sponsor does not control land uses, they should be rendered compatible with noise exposure levels through measures such as sound insulation during construction.

The Federal Register dated Register April 3, 1998 (63 FR 16409, 16411-16412). Part 150 provides that, where the community determines that residential or school uses must be allowed in the 65 DNL dB contour, measures to achieve outdoor to indoor noise level reductions (NLR) of at least 25 dB and 30 dB should be incorporated into building codes. 14 C.F.R. Part 150, Table 1. The FAA's policy published in the Federal Register April 3, 1998 (Volume 63, Number 64), states that the FAA will not approve Federal funding to mitigate noise-sensitive land uses constructed after October 1, 1998.

The local governments have the authority to implement this measure. The Federal government has no authority to control local land-uses.

8. Adopt fair disclosure ordinances to ensure that future property owners are aware of the noise produced by the airport prior to purchasing property within the AIA. [Page 7-13]

Description: The Town of Addison should adopt fair disclosure ordinances in order to educate future residents of the potential impact of airport operations. It is requested that the cities of Farmers Branch, Carrollton, and Dallas also consider the adoption of such ordinances. Within the ordinances, the responsibilities of real estate agents and sellers

should be clearly defined and limited simply to disclosing the airport noise levels or overlay districts affecting the property and directing buyers to airport officials for more information.

FAA Action: APPROVED. The local governments have the authority to implement this measure. The Federal government has no authority to control local land-uses.

9. **Acquire a 6.98-acre section of land, which borders airport property to the northwest and is contained within the 2007 70 and 75 DNL noise contours.** [Pages 7-13 and 7-14, Exhibit 7C]

Description: A triangular shaped area of undeveloped land is located within the 2007 70 and 75 DNL noise contour. This 6.98-acre section is adjacent to the northwest boundary of the airport and consists of two parcels. It is zoned for compatible industrial and transportation land uses but this zoning classification allows incompatible uses with a conditional use permit. The property is located close to the site where aircraft departure spool-up noise and maintenance run-ups are performed. Purchasing this parcel would prevent potential incompatible land uses, allowed as conditional uses under the current zoning, from being immediately adjacent to the airport.

FAA Action: DISAPPROVED PENDING SUBMITTAL OF ADDITIONAL INFORMATION. Land is currently zoned for compatible industrial and transportation land uses and is located within the jurisdiction of the Town of Addison, the airport sponsor. Supporting information would need to be provided that noncompatible development is highly likely, and that existing and proposed new local land use controls are inadequate to prevent that development.

10. **Acoustically treat 15 single-family homes and 368 apartment units within the squared-off 2007 65 DNL noise contour.** [Pages 7-14 and 7-15, Exhibit 7C]

Description: This measure seeks to acoustically treat 15 single-family residences and 368 apartment units within the squared-off 2007 65 DNL noise contour.

FAA Action: APPROVED. Exhibit 7C depicts single-family and multi-family residences located within the 65 DNL and eligible for sound insulation under 14 CFR Part 150. Federal funding eligibility criteria provides for expansion of the eligible area to maintain neighborhood equity. Note, that eligibility does not extend to noise sensitive land-uses constructed after September 30, 1998. Sound insulation and Federal funding is subject to compliance with the Airport Improvement Handbook, FAA Order 5100.38 Chapter 8. FAA Order 5100.38 encourages the airport sponsor to acquire an avigation easement at the time the structures receive noise insulation.

III – PROGRAM MANAGEMENT ELEMENT

1. **Maintain and update the system for receiving, analyzing, responding to noise complaints, and community outreach.** [Pages 7-15 and 7-16]

Description: The airport currently has a system of recording and responding to noise complaints, and a pro-active community outreach effort. In addition to recording and filing complaints, it is important for the airport management to continue to respond to complaints, even if it is not possible to take remedial action. As part of this effort, it is recommended that the airport continue to use its website to keep the public informed of noise related activities. The airport also should continue to host meetings between users, tenants, and private citizens.

FAA Action: APPROVED.

2. **Publish a pilot guide.** [Page 7-16]

Description: A pilot guide describing airport noise abatement information should be prepared for wide distribution to pilots using ADS. This is a continuation of a measure from the 1991 NCP. The guide should include an aerial photo showing the airport and surrounding area, pointing out noise sensitive land uses and preferred noise abatement procedures. It could also include other information about the airport that pilots would find useful. Airport management should distribute copies to owners of based aircraft, and to FBOs to offer to transient pilots.

FAA Action: APPROVED. Specific language for inclusion in the Pilot Guide is subject to separate FAA approval.

3. **Review Noise Compatibility Program implementation.** [Pages 7-16 and 7-17]

Description: The Airport management must monitor compliance with the Noise Abatement element of the NCP. This will involve checking periodically with airport users and the local Tower Manager regarding compliance with the procedures. The Town of Addison should also maintain communications with local planning officials and planning officials from the cities of Farmers Branch, Carrollton, and Dallas, to follow their progress in implementing the requested measures of the Land Use Management Element.

FAA Action: APPROVED. This would apply to approved NCP measures and baseline NCP measures.

4. **Update Noise Exposure Maps and Noise Compatibility Program.** [Pages 7-17 and 7-18]

Description: The Town of Addison should review the NCP and consider revisions and refinements as necessary. A complete plan update will be needed periodically to respond to changing conditions in the local area and in the aviation industry. This can be anticipated every five to ten years. Even if the NCP does not need to be updated, it may be necessary to update the NEMs in accordance with Part 150 requirements.

FAA Action: APPROVED.