

Part 150: Records of Approval

Salt Lake City International Airport, Salt Lake City, Utah

Approved on 9/3/99

INTRODUCTION

The Noise Compatibility Program (NCP) for Salt Lake City International Airport (SLC) includes measures to abate aircraft noise, control land development, mitigate the impact of noise on non-compatible land uses, and implement and update the program. Federal Aviation Regulation (FAR) Part 150 requires that the plan apply to a period of no less than five years into the future, although it may apply to a longer period if the sponsor so desires. The NCP has been developed based on a long-range perspective involving full capacity use of the ultimate airport layout.

The objective of the noise compatibility planning process has been to improve the compatibility between aircraft operations and noise-sensitive land uses in the area, while allowing the airport to continue to serve its role in the community, state, and nation. SLC has incorporated measures from its 1987 Part 150 NCP. Some remain unchanged, some have been slightly modified, and new measures have been included in this Part 150 update. The updated NCP did not re-evaluate measures that were previously approved by the FAA. However, the Part 150 update indicates that 5 homes (15 residents) currently reside in the DNL 65 dB noise contour after implementation of the 1987 NCP. This indicates the "baseline" noise environment for this Part 150 update. The 1987 Record of Approval (ROA) is attached for reference.

The actions listed herein include all those that the airport sponsor recommends be taken by the FAA. It should be noted that 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. Subsequent decisions concerning possible implementation of these actions may be subject to applicable environmental or other requirements, including possible aeronautical study.

The program elements below summarize as closely as possible the airport operator's recommendations in the NCP and are cross-referenced to the program. The statements contained within the summarized program elements and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

PROGRAM ELEMENTS

Noise Abatement Measures

- Preferential/Alternating Flow [unchanged from measure A1 in the 1987 NCP]. This procedure is designed to maximize north flow departures and south flow arrivals between 7:00 a.m. and 10:00 p.m. Under this procedure, the north flow will be preferred when flow cannot be alternated. The objective is to alternate north and south flow operations of the airport when wind, weather, and other conditions permit. This measure derives from the 1987 Part 150 study and takes advantage of major airline arrival and departure "banks" related to hubbing activity. (Pages 6-4, 8-1)

FAA Determination: Approved. This procedure was determined in 1987 to meet Part 150 approval requirements. It is included in a letter of agreement between the FAA, Salt Lake City ATCT and TRACON and the Salt Lake City International Airport Authority.

- Nighttime Operations [modified measure A2 from 1987 NCP]. The primary use runway objective in the nighttime is to maximize north flow departures and south flow arrivals. This measure becomes effective from 11:00 p.m. through 7:00 a.m. Under this procedure, the north flow will be preferred when flow cannot be alternated. It is also recommended for all Category III (wingspan of 79 feet up to but not including 118 feet) aircraft to fly a reversal track prior to proceeding southbound. This occurs when south flow (Runway 16R, 16L, and 17) departures are necessary.

The activity level of nighttime operations is very low except for between 10:00 p.m. and 11:00 p.m., when there is a final departure to the West Coast. Therefore, this measure has been revised to exclude 10:00 p.m. to 11:00 p.m. timeframe and recognize the construction of Runway 16R/34L and the renumbering of original runways. (Pages 6-5-6, 6-10-11, 8-1)

FAA Determination: Approved in part, disapproved in part for purposes of Part 150. This procedure for the time period 11:00 p.m. to 7:00 a.m., as approved in 1987, is approved in this update for purposes of Part 150. It is included in the existing letter of agreement between the FAA, Salt Lake City ATCT and TRACON and the Salt Lake City International Airport Authority.

The revision to the procedure is disapproved for purposes of Part 150 because it has not been shown to meet Part 150 approval requirements to reduce existing noise incompatibility or prevent the introduction of new noncompatible land uses. It appears that expanding the hours of operation of this measure would cause a slight increase in the DNL 65 dB noise contour and would introduce approximately 3 new people within the DNL 65 dB contour (which may in itself be considered a small number but is approximately 1/5 of the number currently impacted under existing conditions). This does not preclude the airport operator from implementing this procedure for air traffic efficiency purposes outside of the Part 150 process, in cooperation with the FAA, ATCT, and TRACON.

- Runways 16R, 16L and 17 (south) Noise Abatement Departure Flight Tracks [modified measure A3 from 1987 NCP]. Under this procedure, all jet aircraft and large propeller aircraft that depart to the south will turn to the west as soon as feasible. The west turn is for aircraft with departure routes to the west of the airport, and to the north and east of the 100° radial from the Salt Lake VORTAC. Flights with routings south of the 100-degree radial from the Salt Lake VORTAC are not required to reverse; therefore, they are excluded. This procedure occurs for aircraft that are utilizing Runways 16R, 16L, and 17 between the 7:00 a.m. through 10:00 p.m. timeframe.

This measure has been revised to include the 10:00 p.m. to 11:00 p.m. timeframe and recognize the construction of Runway 16R/34L and the renumbering of original runways. (Pages 6-6, 6-10-11, 8-2)

FAA Determination: Approved in part, disapproved in part for purposes of Part 150. This procedure as approved in 1987 is approved for purposes of Part 150. The revision to

the procedure is disapproved for purposes of Part 150 because it has not been shown to meet Part 150 approval requirements to reduce existing noise incompatibility or prevent the introduction of new noncompatible land uses. It appears that expanding the hours of operation of this measure would cause a slight increase in the DNL 65 dB noise contour and would introduce approximately 3 new people within the DNL 65 dB contour (which may in itself be considered a small number but is approximately 1/5 of the number currently impacted under existing conditions). This does not preclude the airport operator from implementing this procedure for air traffic efficiency purposes outside of the Part 150 process, in cooperation with the FAA, ATCT, and TRACON.

- Runways 34R, 34L, and 35 (north) Noise Abatement Departure Flight Tracks [unchanged measure A5 in the 1987 NCP]. This procedure restricts all eastbound turnoffs of aircraft utilizing Runways 34R, 34L, and 35 until they have passed one-half mile north of the departure runway end. It recommends for all Category III (wingspan of 79 feet up to but not including 118 feet) aircraft departures on Runway 34R, 34L, and 35 to be given a departure heading of approximately 330 degrees. This measure also recognizes the construction of Runway 16L/34R and the renumbering of original runways. (Pages 6-7, 8-2)

FAA Determination: Approved. This procedure is included in the existing letter of agreement between the FAA, Salt Lake City ATCT and TRACON and the Salt Lake City International Airport Authority.

- Runway 34R, 34L, and 35 Noise Abatement Arrival Flight Tracks [unchanged measure A4 in the 1987 NCP]. This procedure is designed for approaches to Runway 34R, 34L, and 35 in visual meteorological conditions (VFR) to fly as short a downleg wind as possible. This is required due to the varying levels of arrival traffic to the airport and the need to merge traffic approaching from the south, west, and north into a single final approach stream during the busier periods. Air Traffic and airline pilots use this measure as an incentive to keep the length of the final as short as possible, thus reducing flight time, fuel consumption, and airspace use. This measure also recognizes the construction of Runway 16L/34R and the renumbering of original runways. (Pages 6-7, 8-2)

FAA Determination: Approved. This procedure is included in the existing letter of agreement between the FAA, Salt Lake City ATCT and TRACON and the Salt Lake City International Airport Authority.

- Restriction on Runway 17/35 Traffic Pattern Use [unchanged measure A6 in the 1987 NCP. Note that this runway has since been renumbered from 34R/16L in the 1987 NCP]. This procedure limits the use of the traffic pattern east of the airport by piston and turboprop aircraft weighing 19,000 pounds or less. This measure also recognizes the construction of Runway 16L/34R and the renumbering of original runways. (Pages 6-7, 8-2)

FAA Determination: Disapproved for purposes of Part 150 pending submission of sufficient information to make an informed analysis regarding the noise benefits contributed by this measure to the overall NCP. The FAA's 1987 decision was deferred by the FAA due to a lack of sufficient information and analysis. This NCP does

not reevaluate the measures included in the 1987 NCP but relies on the information made available to the FAA at that time. It is recognized that this procedure is included in the existing letter of agreement between the FAA, Salt Lake City ATCT and TRACON and the Salt Lake City International Airport Authority and that it is in effect. This disapproval for purposes of Part 150 does not require rescission for air traffic efficiency purposes. This disapproval is limited to a determination under Part 150 that the measure has not been shown to reduce existing noncompatible land uses or prevent the introduction of new noncompatible land uses.

- Eastbound Turn Restriction [unchanged measure A7 in the 1987 NCP]. All turbojet and Category III aircraft shall not make eastbound turns from the airport below 7,500 feet MSL. (Pages 6-7, 8-2).

FAA Determination: Disapproved for purposes of Part 150 pending submission of sufficient information to make an informed analysis regarding the noise benefits contributed by this measure to the overall NCP. The FAA's 1987 decision was deferred by the FAA due to a lack of sufficient information and analysis. This NCP does not reevaluate the measures included in the 1987 NCP but relies on the information made available to the FAA at that time. It is recognized that this procedure is included in the existing letter of agreement between the FAA, Salt Lake City ATCT and TRACON and the Salt Lake City International Airport Authority and that it is in effect. This disapproval for purposes of Part 150 does not require rescission for air traffic efficiency purposes. This disapproval is limited to a determination under Part 150 that the measure has not been shown to reduce existing noncompatible land uses or prevent the introduction of new noncompatible land uses.

- Stage I Aircraft Operating Restriction [unchanged measure A8 in the 1987 NCP]. All Stage I aircraft exceeding 75,000 pounds in maximum certificated takeoff weight are prohibited for operating at the airport. (Pages 6-8, 8-2)

FAA Determination: Approved. This measure was approved by the FAA in 1987 and is included in the existing letter of agreement between the FAA, Salt Lake City ATCT and TRACON and the Salt Lake City International Airport Authority. Stage 1 restrictions are not subject to the Airport Noise and Capacity Act of 1990 or Federal Aviation Regulations Part 161 requirements.

- Voluntary Turbojet Use of Distant Noise Abatement Departure Procedures [modification of measure A9 from the 1987 NCP]. This procedure requests operators of turbojet aircraft, on a voluntary basis, to utilize "distant" noise abatement departure profiles. The profile is in accordance with FAA Advisory Circular (AC) 91-53A, Noise Abatement Departure Profiles. This procedure further requests that operators of corporate jets use National Business Aircraft Association (NBAA) noise abatement procedures, or aircraft manufacturer's recommended procedures. This applies to subsonic turbojet aircraft with maximum certificated takeoff weights over 75,000 pounds. (Pages 6-8, 6-15-16, Figure 6-12, page 8-2)

FAA Determination: Approved. The NCP indicates that noise sensitive land uses would benefit, on a single event basis, from the use of the distant procedure.

Land Use Measures

- Comprehensive Planning [This measure was not included in the 1987 Record of Approval]. The municipalities of Salt Lake City, West Valley City and Salt Lake County have adopted an airport overlay district essentially conforming to the land use policy plan of the airport. This measure results from the recommendation that each municipality incorporate comprehensive planning to stimulate proper development of areas subject to airport noise and to discourage sensitive land uses from developing in noise impacted areas. (Pages 7-2, 8-3)

FAA Determination: Approved. Local governments have the authority to implement this measure.

- Capital Improvements Planning [This measure was not included in the 1987 Record of Approval]. The original NCP recommended that this measure be programmed for placement of infrastructure to support industrial and commercial uses in areas where growth would be compatible or to discourage residential growth from areas that are considered non-compatible for such use. These capital improvement programs should be developed to provide appropriate types, sizes and locations of infrastructure in the noise-impacted areas to encourage noise-tolerant land uses and discourage noise-sensitive land uses in appropriate areas. (Page 7-2, 8-4)

FAA Determination: Approved. Local governments have the authority to implement this measure.

- Environmental Review [This measure was not included in the 1987 Record of Approval]. This measure recommends that a comprehensive planning environmental review program with thresholds or other mechanisms be established to trigger environmental review of existing and/or proposed development. The study also recommends that development and/or redevelopment proposals from Salt Lake City, West Valley City, and Salt Lake County be forwarded to the Airport Authority for review. (Page 7-2, 8-4)

FAA Determination: **Approved.** Local governments have the authority to implement this measure.

- Airport Zoning/Overlay Districts [This measure was not included in the 1987 Record of Approval]. The Airport Authority recommends that the Land Use Policy Plan be modified to include the area along the western perimeter of the airport. This area is currently designated as Zone C westward to the Salt Lake City corporate limits. The original NCP recommended the airport overlay zoning program include Salt Lake City and unincorporated Salt Lake County and that a similar program be developed, adopted and implemented for West Valley City. The Airport Authority will request that Salt Lake City modify its zoning ordinance to reflect this extension. (Pages 7-2, 7-5, 8-4)

FAA Determination: **Approved.** Local governments have the authority to implement this measure.

- Land Acquisition and Relocation [unchanged measure B1 in the 1987 NCP]. The original NCP recommended that residential properties in areas subject to 70 and 75 DNL be purchased in fee simple and relocated. (This process was completed). Under this Part 150 update, the airport authority will continue to consider the acquisition of existing non-compatible land uses within the 1998 or 2003 NEM on a voluntary basis. Residential properties permitted to be constructed following publication of the 1998 and 2003 NEM would not be eligible. (Pages 7-1, 7-4-5, 8-5)
- Soundproofing/Climate Control Program [unchanged measure B2 in the 1987 NCP]. This measure was recommended in the original NCP to provide adequate sound attenuation to achieve the required NLR for all uses within the 65 DNL contours that do not meet interior recommended sound levels. Most eligible properties were treated through the acquisition/relocation program. Under the revision of this measure, the airport authority will continue to consider the acquisition of existing non-compatible land uses within the 1998 or 2003 NEM on a voluntary basis. Residential properties permitted following publication of the 1998 and 2003 NEM would not be eligible. (Page 7-1, 7-4, 7-6, 8-5)

FAA Determination: Approved. FAA would not approve under Part 150 a recommendation for the airport proprietor to soundproof homes at a later date if developers or owners construct new noise sensitive structures within the published NEMs after October 1, 1998. This is consistent with the FAA policy announced in the April 3, 1998, *Federal Register* (63 FR 16409) to emphasize that remedial measures are appropriate to address existing noncompatible land uses only.

Continuing Program Measures

This portion of the NCP discusses measures relating to ongoing implementation, monitoring, and review of the airport's noise program. All measures included in this section have been revised for inclusion in this NCP.

- Noise Abatement Office Staffing [modified measure C1 in the 1987 NCP]. The Airport Authority will maintain appropriate levels of staffing to ensure the effective implementation, monitoring, publicity, external coordination, review, and update of the Noise Exposure Maps and Noise Compatibility Program. At a minimum, the Airport Authority will include a designated Noise Abatement Officer. (Page 8-6)

FAA Determination: Approved.

- Airport Noise and Operations Monitoring [modified measures C2 and C3 in the 1987 NCP]. This measure consists of an upgrade of computer software and hardware and an expansion of the Airport's noise and operations monitoring system. This will provide the capabilities necessary to effectively and efficiently monitor and evaluate the implementation of the NCP. This measure further includes (1) incorporating a state-of-the-art data collection, analysis, and display; (2) an addition of noise monitors in areas not currently covered by the existing installations; and (3) additional capabilities for regular flight track and operations monitoring data collection. (Pages 8-6-7)

FAA Determination: Approved for purposes of Part 150. For reasons of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds. Implementation of item (3) of this measure is not permitted to interfere with, and may be dependent upon, the workload of ATCT personnel.

- Periodic Evaluation of Noise Exposure, and Noise Exposure Map and Noise Compatibility Program Revision [modification of measure C4 in the 1987 NCP]. The Airport Authority will use the noise and operations monitoring system on an ongoing basis to determine the continuing validity of the Noise Exposure Maps and the effectiveness of the Noise Compatibility Program. The Airport Authority will prepare new Noise Exposure Maps and formally assess and report on the implementation of the Noise Compatibility Program on five-year intervals. The Airport Authority will revise the Noise Compatibility Program if the revision of the Noise Exposure Map makes it necessary. The map and program review interval will be shortened if conditions at the airport change in a manner that would cause a significant change in noise exposure (i.e., a 1.5 dB or greater change in DNL at any noise sensitive location). (Page 8-7)

FAA Determination: Approved.

- Noise Abatement Committee [continuation of measure C5 in the 1987 NCP]. The Airport Authority will continue meetings of the Technical Advisory Committee, as a Noise Abatement Committee, on at least an annual basis, and more often if issues arise that require outside review and input. The Airport Authority Noise Abatement Office staff shall provide the committee with summaries of information from the monitoring system to assist them in evaluating the validity of the Noise Exposure Map and the continuing effectiveness of the Noise Compatibility Program. The committee shall provide recommendations and advice regarding the need to update the maps or revise the program. The committee shall serve as a two-way conduit for information to and from the members' constituencies, including residents in the airport environs, local land use planning jurisdictions, airport users (airlines, pilots, and military and general aviation operators), the FAA, state transportation agencies, and other affected parties. (Page 8-8)

FAA Determination: Approved.