

Part 150: Records of Approval

Colorado Springs Municipal Airport Colorado Springs, Colorado

Approved on 9/14/01

INTRODUCTION

The Noise Compatibility Program (NCP) for Colorado Springs Municipal Airport (COS) 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 Part 150 (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 shown on the Airport Layout Plan.

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. COS has incorporated measures from its 1990 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. The Part 150 update indicates that zero homes or residents are currently within the Day Night Noise Level (DNL) 65 dB noise contour after implementation of the 1990 NCP.

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. The statements contained within the summarized program elements before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

PROGRAM ELEMENTS

A. Reduction of Potential Noise Intrusion in the Airport Environs. This measure consists of acquiring computer software and hardware to develop the Airport's noise and operations monitoring system, and/or hiring a consultant to do it. This will provide the capabilities necessary to effectively and efficiently monitor and evaluate the implementation of the NCP. Page number G 5.

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 this measure is not permitted to interfere with the workload of ATCT personnel.

B. Noise Complaint / Citizen Liaison Program. This measure adds the capability to record all noise concerns received from citizens. At a minimum, the Airport Owner will designate a Noise Abatement Officer. A system of logging complaints and concerns, tracking seasonal and yearly variability, and communicating noise abatement procedures to airport users and the community would be developed. Page 3-14 of the 1990 NCP recommended standardizing the procedure for receiving, documenting, and responding to noise complaints. Page number G 7.

FAA Determination: Approved for the purposes of Part 150. For reasons of aviation safety, this approval does not extend to the use of recording equipment for enforcement.

C. Update and Review of the FAR Part 150 Study. The 1990 NCP tasked the Airport Owner on an annual basis to see if airport operations changed enough from what the study assumed to cause a significant change in noise exposure. This measure changes the review frequency from annually to anytime there is a significant change in either aircraft types or numbers of operations, not less than every five years. Page number G 9.

FAA Determination: Approved for the purposes of Part 150. AIP funding to update the study is contingent upon the availability of federal funding in the future.

D. Reduction of Noise Intrusion Due to Departure Procedures. This element, which initially recommended the development of a Standard Departure Procedure, has been withdrawn by the City of Colorado Springs. See attached letters of January 29, May 1, and August 3 2001.

E. Reduction of Potential Non-compatible Land Uses. This measure recommends the City of Colorado Springs and El Paso County adopt an airport overlay zone essentially conforming to the land use policy plan of the airport. This measure results from the 1990 recommendation of Table 4.6, that each municipality incorporate comprehensive planning, zoning, and referral procedures to stimulate proper development of areas subject to airport influence. The Airport Owner will request that the City of Colorado Springs and El Paso County make existing zoning ordinances to reflect this overlay zone mandatory. Page number G 14.

FAA Determination: Approved for the purposes of Part 150

F. Potential Reduction of Noise Intrusion in the Airport Environs This measure recommends the development of a voluntary preferential runway/alternating flow runway usage program. This voluntary procedure is designed to achieve a near equal 50%-50% split between north and south commercial operation departures when wind, weather, and other conditions permit. The measure is a continuation and expansion of the 1990 NCP Preferential Runway System recommendation. That 1990 study, on page 3-13, recommended placing all high performance military aircraft arrivals and departures on Runway 17L/35R and commercial cargo departures on Runway 17L/35R. Greater emphasis on equaling the north/south flows will be made by the airport owner, through notifying and requesting pilots to use the procedure, and by coordinating with the Tower to explore, monitor, and evaluate the feasibility of such a program. The NCP indicates that noise sensitive land uses would benefit, by reduced single event levels and flyovers, from the redistribution of traffic flows resulting from the voluntary procedure. Page number G 18.

FAA Determination: Approved as voluntary for the purposes of Part 150. This procedure was determined in 1990 to meet Part 150 approval requirements.

G. Evaluation of Noise Abatement Program and Land Use Changes. The Airport Owner will continue meetings of the FAR Part 150 Study Advisory Committee, on at least a semi-annual basis, and more often if issues arise that require outside review and input. The Airport's Noise Officer has now been made a formal position and is envisioned to chair the committee. 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. The purpose of the committee is not to manage the airport or "vote" on any noise problems, but its purpose is to act as a sounding board for noise abatement and land use ideas and to continue the noise mitigation dialog begun by this Part 150 study. Page number G 20.

FAA Determination: Approved for the purposes of Part 150.