

Feb-28-2007 12:53pm From-FAA ATL-ADO

4043057155

T-770 P.003/005 F-052

**RECORD OF APPROVAL
SAVANNAH INTERNATIONAL AIRPORT
SAVANNAH, GEORGIA**

The actions below summarize as closely as possible the airport operator's recommendations in the noise compatibility program. The statements contained within the summarized actions and before the indicated Federal Aviation Administration (FAA) approval do not represent the opinions or decisions of the FAA.

Operation Action NA-1- Implement Runway Use Program

The Savannah Airport Commission (Commission) recommends using runway 9 as the preferred runway for air carrier and military departures during nighttime hours. The use of runway 9 as the preferential departure runway at night will reduce the over flight of residential areas and could reduce the number of dwellings within the 65 DNL noise contour.

FAA Action: Approved as a voluntary measure.

Operational Action NA-2 - Modify Flight Tracks

a. The Commission will request that military aircraft associated with the Combat Readiness Training Center, departing runway 27, attain an altitude of 2000 feet above ground level before initiating any left hand turns.

b. The Commission will request that all air carrier and military aircraft departing runway 9 maintain the runway heading until reaching an altitude of 2000 feet above ground level.

FAA Action: NA-2a, Approved in part. When restricted area R-3005 is active, operational action NA-2a will not be implemented. Operational action NA-2a is approved as a voluntary measure to be implemented when restricted area R-3005 is inactive.

Operational action NA-2b is approved as a voluntary measure.

Operational Action NA-3 - Restrict Engine Run-ups

The Commission recommends that the currently observed practice of limiting engine run-ups to between 7:00 a.m. and 11:00 p.m. be continued. It also recommends that the option of siting a new common use run-up be examined as a long term solution to this issue during the airport's next master plan update. As part of its implementation program, the airport operator

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proposes to enter this restriction into the airport's rules and regulations.

FAA Action: Approved in part as a voluntary measure. Disapproved in part pending submission of additional information to make an informed analysis. Examination of future siting common use run-up areas is approved. The current practice of limiting runups is approved for continuation on a voluntary basis. Inclusion in airport rules and regulations is disapproved pending submission of additional information showing that the proposed modification to the airport rules and regulations do not limit Stage 2 or Stage 3 operations so as to qualify as an airport noise and access restriction as described in the Airport Noise and Capacity Act (ANCA) and its implementing regulations at 14CFR Part 161. Designation of engine run-up locations and limitations of hours are within the discretion of the airport operator and may be added to the airport rules and regulations and instituted at any time provided that they do not limit Stage 2 or Stage 3 operations so as to qualify as an airport noise and access restriction or create an undue burden on interstate commerce. Any such restriction would require compliance with ANCA.

Land Use Action LU-1 - Revise Zoning

The Commission plans to recommend rezoning land in the northern portion of Pooler, a city west of the airport. The land would be rezoned from its current zoning of R-1 (residential) to a zoning that does not permit residential development, such as commercial or light industrial.

FAA Action: Approved. **Note:** The responsibility for determining the acceptable land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

Land Use Action LU-2: Adopt Airport Overlay Zoning

The adoption of airport overlay zoning ordinances by the city of Pooler, the city of Port Wentworth and Chatham County is recommended. These ordinances will address three items.

1. Specify allowable land uses inside the noise contours and approach zones.
2. Require the dedication of avigation easements for proposed development that does not conform to the land use guidelines.
3. Require certain noise level reduction criteria to be implemented for new development inside the noise contours.

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FAA Action: Approved. The FAA strongly discourages new noncompatible development within the DNL 65 dB contour and new development may not be eligible for future mitigation using Federal funds. Extension of the overlay zone beyond the DNL 65 contour is a prerogative of local government. Note: The responsibility for determining the acceptable land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

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of Transportation
Federal Aviation
Administration

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JACKIE

March 18, 1996

Mr. Patrick S. Graham, Executive Director
Savannah International Airport
400 Airways Avenue
Savannah, GA 31408

SAVANNAH AIRPORT COMMISSION

RECEIVED
MAR 26 1996
REGISTERED

Dear Mr. Graham:

The Federal Aviation Administration (FAA) has evaluated the noise compatibility program and revised noise exposure map for Savannah International Airport contained in the Savannah International Airport FAR Part 150 Study and related documents submitted to this office under the provisions of Section 104(a) of the Aviation Safety and Noise Abatement Act of 1979. I am pleased to inform you that the Administrator has approved most of the proposed action elements in the noise compatibility program. Outright approval was granted for the two land use (zoning) program elements. The runway use program was approved as a voluntary measure. Modifying flight tracks was approved in part. This measure was not approved when restricted area R-3005 is active. Restricting engine run-ups was approved as a voluntary measure. The specific FAA action for each noise compatibility program element is set forth in the enclosed Record of Approval. The effective date of this approval is February 23, 1996. All of the approval actions are more fully explained in the enclosed Record of Approval.

Each airport noise compatibility program developed in accordance with FAR Part 150 is a local program, not a federal program. The FAA does not substitute its judgment for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of FAR Part 150 program recommendations is measured according to the standards expressed in Part 150 and the Aviation Safety and Noise Abatement Act of 1979, and is limited to the following determinations:

The noise compatibility program was developed in accordance with the provisions and procedures of FAR Part 150;

Program measures are reasonably consistent with achieving the goals of reducing existing noncompatible land uses around the airport and preventing the introduction of additional noncompatible land uses;

Program measures would not create an undue burden on interstate or foreign commerce, unjustly discriminate against types or classes of aeronautical uses, violate the terms of airport grant agreements, or intrude into areas preempted by the Federal Government.

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Program measures relating to the use of flight procedures can be implemented within the period covered by the program without derogating safety, adversely affecting the efficient use and management of the Navigable Airspace and Air Traffic Control Systems, or adversely affecting other powers and responsibilities of the Administrator prescribed by law.

Specific limitations with respect to FAA's approval of an airport noise compatibility program are delineated in FAR Part 150, Section 150.5. Approval is not a determination concerning the acceptability of land uses under federal, state, or local law. Approval does not by itself constitute an FAA implementing action. A request for federal action or approval to implement specific noise compatibility measures may be required, and an FAA decision on the request may require an environmental assessment of the proposed action. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA under the Airport and Airway Improvement Act of 1982. Where Federal funding is sought, requests for project grants must be submitted to the FAA Airports District Office in Atlanta, Georgia.

The revised Noise Exposure Map reflects implementation of the Noise Compatibility Program and complies with federal standards; therefore, it is accepted.

Sincerely,



Dell T. Jernigan
Manager

Enclosure

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