

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL

14 CFR PART 150 NOISE COMPATIBILITY PROGRAM

Baton Rouge Metropolitan Airport

Baton Rouge, Louisiana


Regional Counsel, ASW-7

11-8-07
Date

☒ Concur Nonconcur


Manager, Airports Division
ASW-600

11/13/07
Date

☒ Approved Disapproved

RECORD OF APPROVAL

Baton Rouge Metropolitan Airport Baton Rouge, Louisiana

14 CFR 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 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 Greater Baton Rouge Airport District 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.

LAND USE MEASURES

1. **Comprehensive Planning – Amend *Horizon Plan* to Include Consideration of Aircraft Noise in Plans for Districts 2, 3, 4, 5, and 7 (LU-1).** [Pages 4-6 and 4-7]

Description: It is recommended that the City-Parish Planning Commission prepare amendments to the City-Parish *Horizon Plan* that would include a copy of Figure B, the official Noise Exposure Map for the 2011 forecast showing the Decibel Noise Level (DNL) contours and flight tracks and policy language declaring the importance of compatible land use development in the airport environs. In addition, the *Horizon Plan* would be amended to include specific land use guidelines for development in the Airport area to include:

- a) Relying on Table 1 in Appendix A of Federal Aviation Regulations (FAR) Part 150 (the FAA's 150 Land Use Compatibility Guidelines) as the basis for the definition of "noise-sensitive" and "compatible" uses. All uses described in the guidelines as being "noncompatible" with noise between 65 and 80 DNL should be considered "noise-sensitive". (Chapter 2, Table 2-1);
- b) Advise airport management of development proposals involving noise-sensitive uses in the airport environs and allow them opportunity to comment on the proposals;
- c) Locate noise-sensitive public facilities outside the 65 DNL contour and away from the extended runway centerlines, if at all possible;

- d) Avoid the approval of rezonings, special uses and exceptions, conditional uses, and variances that would introduce or expand noise-sensitive uses within the 65 DNL contour or along the extended runway centerlines; and
- e) Encourage the approval of rezonings from residential to commercial, industrial, or office zoning for any undeveloped lands within the 65 DNL contour or along extended runway centerlines, provided that no disruption of established residential neighborhoods would be caused by the rezoning.

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

2. Noise Information Program (LU-2). [Page 4-8]

Description: This measure was included in the 1991 NCP. It involves the development of an informal information program by Airport management. The program should be designed to promote understanding of the Airport noise situation with the objective of enabling people to make better informed decisions when buying property and considering development in the Airport area. Since the noise situation at the Airport is not severe enough to require a highly formalized program, care should be taken not to exaggerate the scope of the Airport noise situation.

FAA ACTION: APPROVED.

3. Voluntary Land Acquisition (LU-3a). [Page 4-9, Figure 4-1, Page 4-11 (Table 4-2) and Page 4-12]

Description: One hundred eight (108) acres of undeveloped land zoned to allow incompatible development within the 2011 65 DNL is proposed for acquisition by the Airport District. These properties, shown on Figure 4-1, are northwest, northeast, east and southeast of the Airport. The parcels range in size from less than one acre to over 36 acres. Table 4-2 lists the properties, including some descriptive information. Because of the serious difficulties in establishing overlay zoning that is sufficiently restrictive to prevent incompatible development of vacant lands in the Airport area, the Airport District desires to include this measure, calling for the acquisition of the properties shown on Figure 4-1 and listed in Table 4-2, in its NCP.

FAA ACTION: DISAPPROVED PENDING SUBMITTAL OF ADDITIONAL INFORMATION. Most undeveloped land inside the 65 DNL is zoned commercial or industrial, however, all those zoning districts permit a variety of noise-sensitive land uses (to include libraries, nursing homes, assisted living residences and hospitals). In addition, undeveloped, residential-zoned land northwest, northeast, and east of the Airport is inside the 65 DNL. Supporting information would need to be provided showing that (1) the Airport is in compliance with Grant Assurance 31, (2) appropriate existing and proposed new local land use controls are inadequate to prevent noncompatible development, and (3) noncompatible development of the parcel(s) is highly likely. (Table 4-2: Parcels NW-1, NW-2, NE-1A, NE-1B, NE-3, NE-5, E-2, E-3, E-6, E-8, E-13, SE-1, SE-2b for a total of 107.6 acres.)

4. **Voluntary Housing Acquisition (LU-3b).** [Page 4-12, Figure 4-1, Page 4-11 (Table 4-2) Page 4-13, Also see Section 3.3.3.2]

Description: Seven homes on 38 acres, as shown on Figure 4-1 and listed in Table 4-2 are proposed for acquisition and removal. All are scattered along major thoroughfares and are not in cohesive neighborhoods. Four of the homes are across Plank Road from the ASA maintenance hangar/ramp (Figure 4-1: E-1, E-4, E-10, E-11) and the other three are off the northeast end of Runway 4L/22R (Figure 4-1: NE-2, NE-4, NE-6). One home is inside the 75 DNL contour, one is within the 70 DNL contour, and three are inside the 2011 65 DNL contour. Two are just on the outside edge of the 65 DNL contour, but are being recommended for acquisition under this program element.

FAA ACTION: APPROVED. Note: The two homes just on the outside edge of the 65 DNL contour are being approved under this program element. Both of these two homes are on multi-acre tracts and both are zoned residential. The 65 DNL encompasses the majority of both parcels, but does not specifically include the homes. Future noncompatible development on either parcel would inevitably require additional mitigation action by the Airport. This can be avoided through the voluntary acquisition program at this time. Any partial acquisition of either parcel would leave uneconomical remnants in both cases.

5. **Residential Sound Reduction (LU-4).** [Pages 4-13, 4-14 and Figure 4-1. Also see Section 3.3.3.4]

Description: This measure offers sound reduction improvements for those who wish to remain in the area and whose homes are capable of accepting the required improvements. It is offered as an option to Measure LU-5, the purchase of noise servitudes.

This measure is proposed to afford owners of 71 homes that were eligible for the original program but who have not yet participated in the program the opportunity to do so. In addition to these homes, another 21 homes are to be offered to participate in the sound reduction program. These homes, located southeast of the Airport were outside the eligibility area established in the 1991 NCP, but are now inside the 2011 forecast 65 DNL noise contours as shown on Figure 4-1.

FAA ACTION: APPROVED.

6. **Residential Noise Avigation Easement (Noise Servitude) Purchase (LU-5).** [Pages 4-14- and 4-15, Figure 4-1]

Description: This measure offers the purchase of noise servitudes from property owners who are not interested in the sound reduction program or whose homes could not accommodate sound reduction improvements. The same properties eligible for Measure LU-4 are eligible for this measure. By selling the easement, the property owner legally clarifies that he or she understands that the Airport has the right to enable

its users to operate and make noise over the property without the property owner taking action against the Airport.

FAA ACTION: APPROVED.

PROGRAM MANAGEMENT MEASURES

7. Develop and Maintain Noise Complaint Database (PM-1). [Pages 4-15 and 4-16]

Description: Although the Airport does not receive a large number of noise complaints, a system for logging and tracking complaints would help in the investigation of complaints and the tracking of trends over time. Recommend the Airport establish such a system.

FAA ACTION: APPROVED.

8. Develop and Maintain Log of Aircraft Maintenance Run-ups (PM-2). [Page 4-16]

Description: Atlantic Southeast Airlines (ASA) has an aircraft maintenance facility at the Airport. Logs of maintenance activity would provide the data needed for accurate analyses of run-up noise, greatly assisting in the investigation of noise complaints and building a database needed in the future to analyze potential noise abatement alternatives. The Airport Aviation Department should coordinate with ASA in developing a form for recording critical data related to engine maintenance run-ups and ensuring ASA maintains a log of this information that is transmitted to the Airport monthly.

FAA ACTION: APPROVED.

9. Update Noise Exposure Maps and Noise Compatibility Program (PM-3). [Page 4-17]

Description: The Airport Aviation Department must be prepared for the need to update the Part 150 Study periodically as warranted by changing conditions in the local area and at the Airport. FAR Part 150 requires the submission of updated NEMs if changes in the operation of the airport would increase noise enough to make previously compatible uses incompatible. A significant change in noise is defined as 1.5 decibels at the 65 DNL level.

FAA ACTION: APPROVED. FAA guidance requires the NEMs to be updated as a result of a significant change in noise exposure, either an increase or decrease of 1.5 decibels.

10. Prepare Airport Environs Plan (PM-4). [Pages 4-17 and 4-18]

Description: Federal law requires airports that have acquired land for noise mitigation through the Airport Improvement Program (AIP) to dispose of any lands no longer

needed for noise purposes or airport-related purposes, subject to compatible land use assurances. The FAA is currently drafting guidance for airports with noise land to prepare Noise Land Reuse Plans and Noise Land Maps that would meet this requirement. The Airport should plan to prepare an Airport Environs Plan to comply with this Federal requirement.

FAA ACTION: APPROVED.