



Memorandum

US Department of Transportation
Federal Aviation Administration

Subject: ACTION: FAR Part 150 Noise
Compatibility Program for Nantucket
Memorial Airport, Massachusetts

Date: February, 1989

From: Director, Office of Airport Planning
and Programming, APP-1

Reply to
Attn. of:

To: ARP-1

Attached for your action is the Noise Compatibility Program (NCP) for the Nantucket Memorial Airport (ACK) under FAR Part 150. The New England Region in conjunction with FAA headquarters, has evaluated the program and recommends action as set forth below.

On August 19, 1988, the FAA determined that the Noise Exposure Maps (NEMs) for ACK are in compliance with the requirements of section 103 (a) of the Aviation Safety and Noise Abatement Act of 1979 (ASNA) and Title 14, CFR Part 150. Concurrent with this action, the FAA made notification in the Federal Register of the formal 180-day review period for ACK's proposed program under the provisions of section 104 (a) of ASNA and FAR part 150. The 180-day formal review period needs to be completed on or before February 15, 1989. If the program is not acted on by the FAA by that date, it will be automatically approved by law, with the exception of flight procedures.

The ACK program describes the current and future noncompatible land uses. The NCP recommends 6 measures to remedy existing noise problems and prevent future noncompatibilities. Each measure is identified in the attached Record of Approval with page references for locating it in the Part 150 documentation.

Five measures are recommended for approval. Proposed acquisition of 75 acres of vacant land which falls outside of the 65 Ldn is recommended for disapproval; all of these decisions are explained in detail in the attached Record of Approval.

The Associate Administrator for Policy and International Aviation and the Chief Counsel have concurred with the recommendations of the New England Region. If you agree with the recommended FAA determinations, you should indicate your approval on the attached letter from the New England Region. I recommend your approval.

Paul L. Galis

Attachments



Memorandum

US Department of Transportation
Federal Aviation Administration

Subject: ACTION: Recommendation for Approval of the Date: Dec. 23, 1988
Nantucket Memorial Airport, Nantucket,
Massachusetts, Noise Compatibility Program

From: Manager, Airports Division, ANE-600

Reply to
Attn. of:

To: Associate Administrator for Airports, ARP-1

On September 6, 1988, a notice was published in the **Federal Register** announcing Federal Aviation Administration's (FAA's) determination of compliance, for the noise exposure maps for Nantucket Memorial Airport, Nantucket, Massachusetts, under Section 103 (a) of the Aviation Safety and Noise Abatement Act of 1979 ("the Act"). Coincident with that determination, we began the formal 180-day review period (from our determination date of August 19) for Nantucket's proposed noise compatibility program under the provisions of Section 104 (a) of the Act. That program must be approved or disapproved by the FAA within 180 days or it shall be deemed to be approved as provided for in Section 104 (b) of the Act. The last date for such approval or disapproval is February 15, 1989.

We have reviewed and evaluated the proposed noise compatibility program and have concluded that it is consistent with the intent of the Act and that it meets the standards set forth in FAR Part 150 for such programs. The requirements of Part 150 were itemized in a checklist (Attachment 1) which was used to ensure that all required items were present in the proposed program. Our review of each item is shown in the evaluation narrative (Attachment 2).

The evaluation narrative, checklist and documentation submitted by Nantucket were reviewed by Airports, Air Traffic, and Flight Standards Divisions, and by Regional Counsel, and the Regional Noise Abatement Technical Committee. No substantive comments have been received from other participants in the study, nor from other interested parties. The public comment period closed October 18, 1988.

Each proposed action in Nantucket's noise compatibility program was also reviewed and evaluated on the basis of effectiveness and potential conflict with federal policies and prerogatives. These include safe and efficient use of the nation's airspace and undue burden on interstate commerce.

Our approval or disapproval recommendations on each proposed action are described in the Record of Approval (Attachment 3). Each proposed action is described in detail in Volume 2: **Noise Compatibility Program**.

Vincent A. Scarano

Attachments (3)

Concur	X		
Nonconcur		Associate Administrator for Policy and International Aviation, API-1	2-9-89
Concur	X		
Nonconcur		Chief Counsel, AGC-1	2/8/89
Approve	X		
Disapprove		Associate Administrator for Airports, ARP-1	2/9/89

**Record of Approval
Nantucket Memorial Airport
Nantucket, Massachusetts
Noise Compatibility Program**

I. Introduction

The town of Nantucket sponsored an Airport Noise Compatibility Planning Study (under a Federal Aviation Administration (FAA) grant), in compliance with Federal Aviation Regulations (FAR) Part 150. The Noise Compatibility Program (NCP) and its associated Noise Exposure Maps (NEM), were developed concurrently and submitted to the FAA for review and approval on February 4, 1988. The NEM was approved on August 19, 1988. This determination was announced in the **Federal Register** on September 6, 1988.

The FAR Part 150 Study was closely monitored by an Advisory Committee comprising membership representing the town of Nantucket (including the Airport Commission), airport administration, Fixed Based Operators (FOB's), community residents, commercial operators and the Land Council. A series of meetings were held, with the consultant performing the study and the Advisory Committee in attendance. A public information meeting was held on January 5, 1988. The consultant addressed comments at this meeting and other written comments subsequently received.

The study focused on defining an optimum set of noise and land use mitigation measures to improve compatibility between airport operations and community land use, and to continue good compatibility into the future.

The resultant program is described in detail in Chapters 6 and 7 of the NCP report. Chapter 6 describes airport operational measures, including the proposed noise abatement flight procedures, preferential runway program, monitoring the Noise Control Program, and establishing a permanent noise advisory committee. Chapter 7 describes land use measures, including proposed land acquisition and implementation of real property noise notices. FAA actions regarding these items are described below.

The approvals listed herein include approvals of actions that the airport recommends be taken by the Federal Aviation Administration. It should be noted that these 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.

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

II. PROGRAM ELEMENTS

A. Airport Operations Measures

1. Noise Abatement Flight Procedures (**Volume 2: Noise Compatibility Program**, page 6.11). The following procedures would be used to reduce population and land area exposed to noise: using over-water routes for the climb portions of departures on Runway 24, using over-water routes for descending portions of arrivals on Runway 6, using level flight for traversing the island (1,500 feet for departures **and** 1,000 feet for arrivals), maximizing traffic over conservation land, and minimizing traffic over densely populated areas. Noise abatement departure and arrival tracks are depicted in Figure 6.7. Table 6.4 indicates the reductions in population and land area exposure. **Approved.** This approval does not extend to the optional techniques of implementation on page 6.22. FAA is still considering whether using ATIS, for the purpose of recording that noise abatement procedures are in effect, is appropriate. If not, FAA would cooperate in disseminating information through other means.

2. Preferential Runway Use (pages 6.5 thru 6. 10). Moving a portion of Runway 24 departures to Runway 15 would reduce population exposure as indicated in Table 6.3. **Approved.** This recommendation to request smaller, slower aircraft to use Runway 15 would reduce single events and early turns over the densely populated Surfside area.

3. Monitoring the Noise Control Program (page 6.42). This measure involves follow-up field visual observations of aircraft flight tracks. Adherence to flight tracks will produce the greatest reduction in incompatible noise. This measure also involves a noise complaint reporting and follow-up program. **Approved.**

4. Establishment of a Permanent Advisory Committee (page 6.44). This committee would provide general oversight of the Noise Compatibility Program. **Approved.**

5. Purchase of approximately 75 acres of land northeast of the airport, along the extended centerline of Runway 06 (Figure 7.3). The land would become conservation land, and is currently being held by a conservation group pending acquisition.

The Airport Commission voted to acquire the property if federal funds can be obtained. The estimated cost, as of July 1988, is \$2,147,344.00. Pressure for residential land development on Nantucket is intense and it is reasonable to assume that, if the land were not acquired, it would be developed residentially. **Disapproved.** The vacant parcel is not shown to be non-compatible on either the existing or future NEMS. Current FAA guidelines call for use of the yearly day-night sound level (Ldn). However, in specific cases FAA will consider the use of seasonal average day-night sound level as proposed in the Nantucket Part 150 study. In this case, the alternative contours used to justify seasonally non-compatible land uses were developed by taking the average of the ten busiest days of the year (Chapter 8 of the NEM, page 8-1). This is not a technically accurate seasonal average. The FAA does not consider that acquisition of this vacant parcel is reasonably related to maintaining existing or future land use compatibility, and it therefore does not meet the standards of FAR Part 150.

6. Real property Noise Notices (page 7.13). This measure would utilize attorneys and realtors involved with real estate transactions. They would notify potential buyers of the Noise Exposure Map, and provide them a copy. Second, they would incorporate in the purchase and sale agreement an acknowledgement on the part of the purchaser that a copy of the noise contour map had been received. **Approved.**