

ACTION: Transmittal of the Approved  
Part 150 Program for Manchester Municipal  
Airport, Manchester, New Hampshire

Manager, Community and Environmental  
Needs Division, APP-600

Manager, Airports Division, ANE-600

Attached is the approval package for the subject **Noise**  
compatibility Program. Please send us a copy of your  
signed letter to the sponsor for our records.

Lynne S. Pickard

Attachment

cc: AEE-300 (info)

APP-600/11B/VCatlett/TBennett  
APP-600:TBennett:7-8769:11-6-92  
No Control  
MANCHESTER



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

Subject: ACTION: Transmittal of the Approved  
Part 150 Program for Manchester Municipal  
Airport, Manchester, New Hampshire

Date

From: Manager, Community and Environmental  
Needs Division, APP-600

Reply to  
Attn of

To: Manager, Airports Division, ANE-600

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Lynne S. Pickard

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U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

Subject

ACTION: FAR Part 150 Noise Compatibility  
Program for Manchester Municipal Airport,  
Manchester, New Hampshire

Date

6

From

Director, Office of Airport Planning  
and Programming, APP-I

Reply to  
Attn of

To

Assistant Administrator for Airports, ARP-1

Attached for your action is the Noise Compatibility Program (NCP) for the Manchester Municipal Airport (MHT) under FAR Part 150. The New England Region, in conjunction with Federal Aviation Administration (FAA) Headquarters has evaluated the program and recommends action as set forth below.

On May 13, 1992, the FAA determined that the Noise Exposure Maps (NEM-s) for MHT are in compliance with the requirements of Section 103(a) of the Aviation Safety and Noise Abatement Act of 1979 (ANSA) and Title 14, CFR Part 150. At the same time, the FAA made notification in the Federal Register of the formal 180 day review period for MHT's proposed program under the provisions of section 104(a) of ANSA and FAR Part 150. The 180-day formal review period ends November 9, 1992. If the program is not acted on by the FAA by that date, it will automatically be approved by law, with the exception of flight procedures.

The MHT program describes the current and future noncompatible land uses. The NCP proposes several measures to remedy existing noise problems and prevent noncompatible land uses. Each measure is described in the attached Record of Approval.

The Assistant Administrator for Policy, planning, 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 sign the "approve" line on the attached signature page. I recommend your approval.

Paul L. Galis

Attachments

FEDERAL AVIATION ADMINISTRATION  
RECORD OF APPROVAL  
FAR PART 150 NOISE COMPATIBILITY  
PROGRAM

Manchester Municipal Airport  
Manchester, New Hampshire

CONCUR NONCONCUR

Assistant Administrator for  
Policy, Planning, and  
International Aviation, API-1

Nov 2, 1992 X  
Date

for

Chief Counsel, AGC-1

Nov. 5, 1992  
Date

Assistant Administrator  
for Airports, ARP-1

Date  
NOV 6 92

APPROVED

DISAPPROVED

RECORD OF APPROVAL

MANCHESTER AIRPORT

MANCHESTER, NEW HAMPSHIRE

NOISE COMPATIBILITY PROGRAM

1.0 INTRODUCTION

The City of Manchester, New Hampshire, through the Manchester Airport Authority, 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 (MCP) and its associated Noise Exposure Maps (NEM) were developed concurrently and submitted to F M for review and approval on March 23, 1992. The NEM was determined to be in compliance on May 13, 1992. The determination was announced in the Federal Register May 29, 1992.

The Part 150 Study was closely monitored by a Planning Advisory Committee which represented the City of Manchester, the Town of Londonderry and other area towns, airport users, and community residents. A series of Advisory Committee meetings was held, with the airport's consultant presenting material and findings. Three public information meetings were held. The consultant addressed comments at all of these meetings, and subsequent written comments as well.

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, presently and in the future.

The resultant program is described in detail in the "Noise Compatibility Program" section of the study, Chapters 3, 4, and 5. Chapters 3 and 5 analyze promising noise abatement alternatives. Chapters 4 and 5 evaluate promising land use alternatives. The program elements 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 recommendations and before the indicated FAA approval, disapproval, or other determinations do not represent the opinions or decisions of the FAA.

The approvals which follow include actions which the Manchester Airport Authority recommends be taken by FAA. 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.

## 2.0 PROGRAM ELEMENTS

### 2.1 Noise Abatement Elements

2.1.1 Preferential. Runway Use During Visual Flight Rule (VFR) Conditions (pages 3-26 thru 3-31 and 5-3). Runway 17 would be designated as preferred for turbojet operations during conditions when the air traffic control tower is open, wind speeds are three knots or less, weather ceiling is no less than 2,800 feet above mean sea level, visibility is no less than five miles, and the runway is clear and dry

Approved. Implementation of this measure, along with the next two measures, would reduce exposure within the DNL 65 dBA contour from more than 7,600 people to approximately 4,772 in 1995 (Table 3-B).

2.1.2 Support the installation of an ILS to Runway 17 (pages 3-26 and 5-3). This measure is closely associated with the next measure because extension of preferential use of Runway 17 to IFH operations (most turbojets) is dependent to a great extent on installation of an Instrument Landing System (ILS). FAA has proposed, through its Facilities and Equipment program, the installation for safety and operational purposes. The airport, including the Advisory Committee which participated in the Part 150 study, supports the ILS for noise abatement purposes.

Approved. This approval extends **only** to an acknowledgment that the Airport Authority and Advisory Committee support, from a noise abatement perspective, FAA's installation of an ILS. It does not extend to a commitment on the part of FM to install an ILS. This action is subject to separate FAA approval. authority.

2.1.3 Application of Preferential Use of Runway 17 to IFR Operations (pages 3-26 thru 3-31 and 5-3). Upon installation of a programmed ILS to Runway 17, this measure would eliminate ceiling and visibility restrictions on the preferential runway use program for VFR operations described in section 2.1.1 above and extend the preferential runway program to all periods when winds are 3 knots or less.

Approved. Implementation of this measure, along with the previous two measures, would reduce exposure within the DNL 65 dBA contour from more than 7,600 people to approximately 4,772 in 1995 (Table 3-B). As with the previous measure, approval of this measure does not extend to a commitment on the part of FAA to install an ILS. This action is subject to separate FAA approval authority.

2.1.4 IFR Control of Approaches to Runway 35 (page 5-4). Upon activation of an Airport Radar Service Area (ARSX), turbojet and turboprop aircraft would be vectored to a final approach outside the outer marker to the Runway 35 ILS, except when dictated by capacity considerations.

Approved. This measure addresses frequent noise complaints of Londonderry residents resulting from aircraft flying visual approaches to Runway 35 and along the ILS course. The measure would become effective when an ARSA is established. All arriving turbojet and turboprop traffic would be vectored along the ILS final approach course from a point outside the outer marker to the airport, local conditions of traffic, weather, and capacity permitting.

2.1.5 Voluntary Access Restriction (pages 3-3 thru 3-9 and 5-5). The airport administration would continue to request early conversion of Manchester operations from Stage 2 aircraft to Stage 3 aircraft.

Approved as a Voluntary Measure Only. This measure addresses a dominant interest on the part of the Part 150 study committee; noise from nighttime passenger and cargo turbojet operations. The airport has had some success with voluntary compliance.

2.1.6 Designation of Routine Engine Maintenance Runup Location, Aircraft Orientation, and Power Levels, between 11:00pm and 6:00am (page 5-5). **Note:** This limitation would not extend to engine runups in preparation for flight or emergency maintenance in order to maintain flight schedules

Partially Approved. Designation of routine aircraft engine runup locations and aircraft orientation are within the discretion of the airport operator and may be instituted at any time. There is insufficient information however to indicate that there will be any noise benefit in limiting thrust levels and, in addition, such a limitation would be both impractical and unenforceable. Therefore, that element of this measure is Disapproved.

2.1.7 Future Consideration of Runway 35 Turbojet Departure Turn to 330 Degrees (page 5-6). after consideration of various prescribed flight tracks, the airport decided not to pursue a new departure turn for Runway 35 turbojets at this time. Instead, this measure would simply reconsider, after installation of the planned ILS to serve Runway 17, a left turn to 330 degrees at a potential MIDDLE marker electronic navigation aid.

No Action required at this time: This measure relates to flight procedures under Section 104(b) of ASNA for which the airport operator has **deferred** action until **after** the commissioning of a proposed ILS for Runway 17. The FAA will **review** this measure in the future upon a recommendation from the airport operator.

2.1.8 Right Turn for Runway 17 Turbojet Departures (pages 3-31 thru 3-37 and 5-5 thru 5-6). This flight procedure would direct turbojets to a minimum right turn heading between 220 degrees and 330 degrees.

Approved. This **measure** is essentially the same as a measure suggested by Londonderry and tested over the last two years. It concentrates flights over less densely populated neighborhoods and open space.

2.1.9 Air **Carrier** Noise Abatement Departure Procedure; (pages 3-20 and 5-6 thru 5-7). The airport would request that **air carriers** use the amended procedures of FAA Advisory Circular 91-53, Noise Abatement Departure Profile (NADP) (when available, **since** the A/C is currently being revised). The Close-in NADP would be recommended for air carriers departing from **Runways** 35 and 24 and the Distant MRDP would be recommended **for** Runways 17 and 6.







