

JUL 17 1992

Ms. Rosemary N. Palmer, A.A.E.
Airport Director
Erie Municipal Airport Authority
Erie Int'l Airport
Erie, PA 16505

Dear Ms. Palmer:

The Federal Aviation Administration (FAA) has evaluated the noise compatibility program for Erie International Airport (ERI) contained in the Final Report Erie Int'l 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. The recommended noise compatibility program proposed by the Erie Municipal Airport Authority is identified in the enclosed Record of Approval. We are pleased to inform you that the Assistant Administrator for Airports has made a determination on each of the fifteen (15) program elements. The effective date of the approval is June 24, 1992.

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 judgement for that of the airport proprietor with respect to which measures should be recommended for action. The FAA's approval or disapproval of the 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 determination:

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

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

d. 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 System, 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 laws. 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 Harrisburg, Pennsylvania.

Completion and FAA approval of your noise compatibility program is a major accomplishment, of which the Erie Municipal Airport Authority should be proud. The program is a blueprint presenting the means for the Authority to achieve its goal of reducing or eliminating noncompatible land uses around the airport. As with all plans, we encourage the Authority to periodically review and update the program as may be necessary to reflect changes in the airport or its environment.

Again, congratulations on your approved Part 150 Noise Compatibility Program! We look forward to working with you on implementation of the plan.

Sincerely,

**Original Signed by
Peter A. Nelson**

Louis P. DeRose
Manager, Airports Division

Enclosures

cc: AEA-1, 4, 5, 7, 200, 400, 500, 600, ADO, APP-600, Erie
ATCT, Consultant (Coffman Assoc.)
AEA-610:FSqueglia:aw:7/16/92

File Erie Pt. 150

RECORD OF APPROVAL
ERIE INTERNATIONAL AIRPORT (ERI)
ERIE, PENNSYLVANIA
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) action of 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 Erie Municipal Airport Authority 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.

RECOMMENDED PROGRAM MEASURES

A. NOISE ABATEMENT PLAN

1. Continue Informal Preferential Use Runway 6-24 Departures
(Pages 5-4, 5-14, 6-2, Exhibit 5A and Addenda Insert Item 2).

At Erie, although a formal preferential runway use program is not in effect, Runway 6-24 is the runway of user choice because of its length. While the air traffic control tower has not adopted policies, procedures, or informational guidelines relating to the preferential use of Runway 6-24, this runway does act as the preferential runway at ERI. Since this runway parallels a noise compatible industrial corridor, continuation of this runway use program or a refinement of it is a definite noise abatement consideration for the airport.

FAA ACTION: APPROVED. Continuation of this procedure results in the best degree of compatibility between the airport and surrounding noise-sensitive areas. Implementation of the program must be coordinated with local air traffic control.

2. Designate Runway 24 as the Calm Wind Runway (Pages 5-14 and 6-3).

This recommendation is meant to reinforce the present informal noise abatement procedures in use at ERI. Erie has an instrument landing system (ILS) for approaches to both Runway 6 and to Runway 24. The airport is operating defacto with Runway 24 as the calm wind runway. Present runway use by air carriers is 29 percent on Runway 6 and 71 percent on Runway 24. Wind rose analysis indicates that Runway 24 could be utilized more by assigning calm wind (winds of 3kts. or less) departures to it. With this, approximately 75 percent of the operations can be in that direction. Official designation of Runway 24 as the calm wind runway would serve to reinforce the recommendation of A.1 above and further ensure that the majority of operations at the airport would continue in the southwest direction over a noise compatible industrial corridor.

FAA ACTION: APPROVED. Designation could be implemented with a tower order and a notice to airman.

3. Designate Runup Area (Pages 5-9 and 6-3).

There is currently an informal procedure at ERI which calls for runups to be conducted off Taxiway D at or near the intersection of Runways 10-28 and 2-20. This middle of the airport location is best in that it is essentially equi-distant from nearby noise-sensitive land uses. A change in the orientation of the aircraft can have a definite effect on noise impacts. Aircraft performing runups at this location should have their nose pointed to the northeast, parallel to Runway 6-24.

FAA ACTION: APPROVED.

4. Construction of Hush House (Pages 5-10, 6-3 and Exhibits 6A and 6B).

Besides the designation of a runup area (See A.3 above), more definitive means of addressing the continuation of these runups coupled with the potential of additional runup noise from a new airline, is needed. As a solution, construction of a hush house on airport property and adoption of a policy that all maintenance runups be conducted within the hush house, should be implemented.

FAA ACTION: DISAPPROVED, pending submission of additional information. Noise contours used in support of this measure require modification of the INM which calls for a site specific written authorization from FAA. In addition, although nighttime engine runups were a problem in the past, they currently are not (NCP pages 6-7). Also, in order to be effective, the experience

of the military (the largest user of this device) has been that hush houses are designed to accommodate a single aircraft type rather than an entire class of aircraft as is the proposal here. Additional information regarding specific design features as well as the renewed need for such a structure must be presented

B. LAND USE MANAGEMENT PLAN

1. Compatible Use Zoning (Pages 5-31, 6-13 and Exhibit 6F).

The Airport Authority should work with the local elected officials of Millcreek and Fairview Townships to encourage the development of land southwest of the airport along either side of U.S. 20 for commercial, office, or light industrial use. The Authority should also encourage both Townships to review and continually monitor all of their commercial and industrial zoning categories to identify noncompatible land uses which might be permitted within each individual zoning district. Should individual land uses be identified, they could be listed in the Noise Overlay Zone as nonpermitted land uses within the boundary overlay zoning category.

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PAGES
Noise Overlay Zoning (Pages 5-35, 6-14, Exhibit 6F and dix D-3)

The Airport Authority should encourage the adoption of a noise overlay zone for Fairview and Millcreek Townships to mitigate the problems caused by noise, including areas within the DNL 60 dB contour. The land use compatibility guidelines of FAR Part 150 will be used as the criteria with the exception that mobile homes would not be allowed within the DNL 60 dB contour.

FAA ACTION: Approved for creation of noise overlay zone.
(See Item 6 below).

3. Adopt Part 150 Plan as Element of Local Comprehensive Plans (Pages 5-41 and 6-18).

The Airport Authority will continue efforts to have the Part 150 Noise Compatibility Program incorporated as an element of the Millcreek and Fairview Township Comprehensive Plans and use the recommendations of the Program to provide policy guidance in present and future planning for development or redevelopment around the airport.

FAA ACTION: APPROVED.

4. Guidelines for Discretionary Review of Development Projects (Pages 5-42 and 6-19).

The Airport Authority will encourage both Millcreek and Fairview Townships to implement specific review criteria relating to noise compatibility in the review of proposed developments. These review guidelines should apply to development project review for use by local planning commissions, boards of zoning appeals, and planning departments. The Airport Authority will work to see that they are designed to encourage the consideration of the impact of airport noise on community development proposals requiring approval for rezonings, variances, and special uses within both jurisdictions.

FAA ACTION: APPROVED. This measure would help ensure that aircraft noise considerations are integrated into land use decision-making.

5. Notify Airport of Pending Development in Vicinity (Page 6-19).

The Airport Authority will work with both Townships to establish a means of incorporating notification to airport management of any development proposals in the airport vicinity or, if adopted, within the boundary of the noise overlay zoning district. This notification process could be a component of either the discretionary review (Measure B.4 above) or the overlay zoning (Measure B.2 above).

FAA ACTION: APPROVED. This procedure would give the airport management an opportunity to review and comment on applications for variances, special use, rezoning, and subdivision plat approval.

6. Acquire 82 Noise Impacted Properties (Pages 5-32, 5-43, 5-47, 6-13, 6-14, 6-20, and 6-25).

Fee simple voluntary land acquisition is recommended for 57 single family residences located along the north side of the primary runway (6/24). The areas in question are impacted by noise of DNL 65 dB and 70 dB and in many instances are located in close proximity to operational areas on the airport. (See Exhibit 6C).

The Airport Authority also recommends acquisition of an existing mobile home park west of the airport which includes 25 mobile homes, and adjacent property which is platted for additional mobile home development. The mobile home area under consideration can be found to the east of the airport where two existing mobile home parks are located. Both of these are south of Highway 5, north of the rail lines and roughly 4 blocks east of Millfair Road (See Exhibit 6C).

While at present two separate mobile home parks exist, the entire tract from the rail lines to Highway 5 is presently zoned in the "C" Residential Zoning category. Thus, the potential exists for a significant increase in the number of mobile homes in this area and as a result, a major increase in the number of impacted persons could occur.

The Airport Authority recognizes that implementation of mobile home restrictions in the DNL 60 dB to 65 dB contour range is a local prerogative and that the DNL 65 dB contour is the federally recognized threshold of significance. However, the prevalence of mobile home parks in the immediate airport vicinity coupled with the recent preliminary damage award of \$1.8 million (on appeal) to a mobile home park within the DNL 60 dB and 65 dB contour suggests the need to take this additional action to maintain the future viability of the airport.

FAA ACTION: APPROVED.

7. Informal Fair Disclosure (Pages 5-40, 6-18 and Addenda Item No.4)

The Airport Authority will institute informal efforts by airport management to inform the general public about the airport, its services, role in the community, economic impact and the need for land use compatibility in the area, including dissemination of information about the noise exposure patterns around the airport through letters to local homebuilders associations, chambers of commerce, realty agencies and local permitting agencies.

FAA ACTION: APPROVED. Utilizing the informal fair disclosure process is a positive means of minimizing potential future incompatible development in the airport vicinity.

C. CONTINUING PROGRAM

1. Noise Monitoring and Noise Contour Updating (Page 6-21 and Addenda Item No.6)

The airport management will take steps to monitor compliance with the recommended NCP. If deviations are observed, the airport management will promptly investigate the reasons for any deviations and relay its concerns to the appropriate officials. Airport management will also periodically check with the air carriers and air traffic control tower regarding compliance with the suggested procedures contained within the NCP. Noise contour maps will be periodically reviewed and updated in accordance with Part 150.21 (d).

FAA ACTION: APPROVED. This measure would assist in implementing the program.

2. Noise Complaint Response (Pages 6-22 and Appendix D-7)

A standard system of recording, analyzing and responding to noise complaints would be implemented.

FAA ACTION: APPROVED. This measure would improve community relations and provide a systematic way of collecting noise complaint information.

3. Plan Review and Evaluation (Page 6-24)

A process will be established which provides for the continuing review and evaluation of refinements to the Plan. A Plan update is anticipated every 5 to 8 years.

FAA ACTION: APPROVED. The process would also be valuable for monitoring the implementation of the land use management actions not specifically within the jurisdiction of the Airport Authority.

4. Noise Monitoring Equipment (Page 6-21)

Portable noise monitoring equipment capable of being moved from site to site around the airport would greatly enhance the airport's perceived response to local noise concerns. It would also be helpful in verifying compliance with recommended actions in the NCP.

FAA ACTION: APPROVED.