

NOISE COMPATIBILITY PROGRAM

NOISE COMPATIBILITY PROGRAM

The Noise Compatibility Program constitutes the second of two parts required for the completion of a Noise Compatibility Study under F.A.R. Part 150. The Noise Compatibility Program seeks an optimal accommodation of both airport operations and community activities within acceptable safety, economic and environmental parameters. Such an effort involves both the reduction of existing land use conflicts, either by aircraft noise abatement or by changes to the land use itself, and the prevention of new incompatible land uses.

The first part required for the completion of the Noise Compatibility Study is the presentation of Noise Exposure Maps for existing and 5-year projected conditions, together with extensive supporting documentation related to their preparation.

The Noise Exposure Maps and their supporting documentation were transmitted to the Federal Aviation Administration on December 30, 1987.

This material was received, reviewed, and accepted by the Federal Aviation Administration on November 17, 1988. The Noise Exposure Map documents accepted under that submission are incorporated here by reference.

The following items are cited in the AC 150/5020-1 checklist as being required for an acceptable submission of a Noise Compatibility Program:

- A current FAA accepted Noise Exposure Map (see previous paragraph and FAA letter of acceptance immediately after the following checklist).
- Consultations with public, planning agencies, air carriers, other airport users, the public, description of those consultations; and summary of public comments.
- Consideration of a specified minimum group of alternatives, reasons for rejection, effectiveness of measures, feasibility of measures.

- Relationship of NCP to ALP, master plan, system plan and other previous planning documents.
- Time period of the program, implementation schedule, persons or agencies responsible, and review and revision schedule.

The checklist items outlines above are a summary of the minimum requirements extracted by the FAA directly from F.A.R. Part 150. The more extensive checklist incorporated in the following pages is in effect as of the date of this printing (May 1, 1989).

**F.A.R. PART 150
NOISE COMPATIBILITY PROGRAM CHECKLIST**

Airport Name: Phoenix Sky Harbor International Airport
Airport Operator: The City of Phoenix Aviation Department

Reviewer: _____

	<u>Yes/No/NA</u>	<u>Page No/Other Reference</u>	<u>Notes/ Comments</u>
I. IDENTIFICATION AND SUBMISSION OF PROGRAM:			
A. Submission is properly identified:			
1. F.A.R. 150 NCP?	Yes	Cover, Title Page, p.I-1	
2. NEM and NCP together?	No		
3. Program revision?	No		
B. Airport and Airport Operator's name identified?	Yes	Cover, Title Page, p. I-2	
C. NCP transmitted by airport operator cover letter?	Yes		
II. CONSULTATION: [150.23]			
A. Documentation includes narrative of public participation and consultation process:			
	Yes	Appendix B & C, Supplemental Appendix A & B	
B. Identification of consulted parties:			
1. all parties in 150.23(c) consulted?	Yes	Appendix A & B	
2. public and planning agencies identified?	Yes	Appendix A (see also Chapter 1 of NEM)	
3. agencies in 2., above, correspond to those indicated on the NEM?	Yes		
C. Satisfies 150.23(d) requirements:			
1. documentation shows active and direct participation of parties in B., above?	Yes	Appendix B, Supplemental Appendix A	
2. active and direct participation of general public?	Yes	Appendix B & C, Supplemental Appendix B	
3. participation was prior to and during development of NCP and prior to submittal to FAA?	Yes	Appendix B	
4. indicates adequate opportunity afforded to submit views, data, etc.?	Yes	Appendix B & C, Supplemental Appendix A & B	

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|--|-----|---|
| D. Evidence included of notice and opportunity for a public hearing on NCP? | Yes | Appendix C |
| E. Documentation of comments: | | |
| 1. includes summary of public hearing comments, if hearing was held? | Yes | Appendix C |
| 2. includes copy of all written material submitted to operator? | Yes | Appendix C, Supplemental Appendix A & B (see also NEM Appendices) |
| 3. includes operator's responses/disposition of written and verbal comments? | Yes | Appendix C and inclusion throughout Chapters 5,6 & 7 |
| F. Informal agreement received from FAA on flight procedures? | Yes | Appendix B, PHX ATC and TRACON officials were involved in all meetings. Final program was designed based on their guidance. |

III. NOISE EXPOSURE MAPS: [150.23, B150.3; 150.35(f)] (This section of the checklist is not a substitute for the Noise Exposure Map checklist. It deals with maps in the context of the Noise Compatibility Program submission.)

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|---|-----|--------------------------------------|
| A. Inclusion of NEMs and supporting documentation: | | |
| 1. Map documentation either included or incorporated by reference? | Yes | Page I-1 |
| 2. Maps previously found in compliance by FAA? | Yes | See finding following this Checklist |
| 3. Compliance determination still valid? | Yes | Finding 11/17/88 |
| 4. Does 180-day period have to wait for map compliance finding? | N/A | |
| B. Revised NEMs submitted with program: (Review using NEM checklist if map revisions included in NCP submittal) | | |
| 1. Revised NEMs included with program? | No | |
| 2. Has airport operator requested FAA to make a determination on the NEM(s) when NCP approval is made? | No | |

- C. If program analysis uses noise modeling:
 - 1. INM, HNM, or FAA-approved equivalent? Yes See NEM
 - 2. Monitoring in accordance with A150.5? Yes See NEM
- D. Existing condition and 5-year maps clearly identified as the official NEMs? Yes See NEM

IV. CONSIDERATION OF ALTERNATIVES: [B150.7, 150.23(e)]

- A. At a minimum, are the alternatives below considered?
 - 1. land acquisition and interests therein, including air rights, easements, and development rights? Yes pp. 6-23/26; 7-19/25
 - 2. barriers, acoustical shielding public building soundproofing Yes pp. 5-13/16; 6-26/27; 7-32/34; Appendix D
 - 3. preferential runway system Yes pp.5-5; 5-16/28; Appendix D 7-9/10
 - 4. flight procedures Yes pp. 5-5; 5-11/13; Appendix D 7-10/12
 - 5. restrictions on type/class of aircraft (at least one restriction below must be checked) pp. 5-6/11; 7-6/9; Appendix D
 - a. deny use based on Federal standards Yes pp. 5-8/9; Appendix D, pp.7-6/9
 - b. capacity limits based on noisiness Yes pp. 5-8/9, Appendix D
 - c. noise abatement takeoff/ approach procedures Yes pp. 5-11/13; Appendix D, pp. 7-10/11
 - d. landing fees based on noise or time of day Yes pp. 5-9/10; Appendix D
 - e. nighttime restrictions Yes pp. 5-6/11; Appendix D, pp. 7-6/9
 - 6. other actions with beneficial impact Yes Appendix D, Chapter 5, 6, & 7
 - 7. other FAA recommendations No
- B. Responsible implementing authority identified for each considered alternative? Yes pp. 7-42/44; Table 7L, Appendix D
- C. Analysis of alternative measures:
 - 1. measures clearly described? Yes
 - 2. measures adequately analyzed? Yes
 - 3. adequate reasoning for rejecting alternatives? Yes
- D. Other actions recommended by the FAA: Should other actions be added? No

V. ALTERNATIVES RECOMMENDED FOR IMPLEMENTATION: [150.23(e), B150.7(c); 150.35(b), B150.5]

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|--|-----|---|
| A. Document clearly indicates: | | |
| 1. alternatives recommended for implementation? | Yes | pp. 7-5/6; 7-24/33; 7-44/46 |
| 2. final recommendations are airport operator's, not those of consultant or third party? | Yes | Appendix G |
| B. Do all program recommendations: | | |
| 1. relate directly or indirectly to land uses? | Yes | Chapter 7, Tables 7C, 7I |
| 2. contain description of contribution to overall effectiveness of program? | Yes | Chapter 7 |
| 3. noise/land use benefits quantified to extent possible? | Yes | pp. 7-14/19, p. 7-34 |
| 4. include actual/anticipated effect on reducing noise exposure within noncompatible area shown on NEM? | Yes | pp. 7-14/19, p.7-34 |
| 5. effects based on relevant and reasonable expressed assumptions? | Yes | |
| 6. have adequate supporting data to support its contribution to noise/land use compatibility? | Yes | |
| C. Analysis appears to support program standards set forth in 150.35(b) and B150.5? | | |
| D. When use restrictions are recommended: | | |
| 1. Are alternatives with potentially significant noise/compatible land use benefits thoroughly analyzed so that appropriate comparisons and conclusions can be made? | N/A | |
| 2. use restriction coordinated with APP-600 prior to making determination on start of 180-days? | N/A | |
| E. Do the following also meet Part 150 analytical standards: | | |
| 1. formal recommendations which continue existing practices? | Yes | p. 7-12 |
| 2. new recommendations or changes proposed at end of Part 150 process? | N/A | |
| F. Documentation indicates how recommendations may change previously adopted plans? | | |
| | Yes | No previously adopted noise plans, concurrent master planning results incorporated throughout planning process. |

G. Documentation also:

- | | | |
|--|-----|---|
| 1. identifies agencies which are responsible for implementing each recommendation? | Yes | pp. 7-42/44 |
| 2. indicates whether those agencies have agreed to implement? | Yes | Appendix B & C, Supplemental Appendix A |
| 3. indicates essential government actions necessary to implement recommendatins? | Yes | pp. 7-35/41; Table 7J |

H. Timeframe:

- | | | |
|---|-----|----------|
| 1. includes agreed-upon schedule to implement alternatives? | Yes | Table 7K |
| 2. indicates period covered by the program? | Yes | Table 7K |

I. Funding /Costs:

- | | | |
|--|-----|-------------|
| 1. includes costs to implement alternatives? | Yes | pp. 7-46/47 |
| 2. includes anticipated funding sources? | Yes | pp. 7-47/48 |

- | | | |
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| VI. PROGRAM REVISION: [150.23(e)(9)] Supporting documentation includes provision for revision? | Yes | pp. 7-45/46 |
|--|-----|-------------|



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COMMUNICATIONS SECTION

Western-Pacific Region

P.O. Box 92007
Worldway Postal Center
Los Angeles, CA 90009

NOV 17 1988

Mr. Neilson A. Bertholf, Jr.
Aviation Director
Phoenix Aviation Department
3400 Sky Harbor Boulevard
Phoenix, Arizona 85034-4420

Dear Mr. Bertholf:

This letter is being issued to replace our previous letter dated November 4, 1988 concerning the acceptance of the noise exposure maps for Sky Harbor International Airport. Please disregard our letter of November 4, 1988 because it contain erroneous information.

This is to notify you that the Federal Aviation Administration (FAA) has evaluated and accepted the noise exposure maps and supporting documentation transmitted by your letter of December 30, 1987. In accordance with Section 103(d)(1) of the Aviation Safety and Noise Abatement Act of 1979 (the Act), we have determined that:

a. The 1987 YDNL contours and the supporting documentation meet the requirements for the current noise exposure map as of the date of submission as set forth in 14 CFR Part 150, Airport Noise Compatibility Planning, Section 150.21(a), and accordingly accepted under this part. This determination is based on the certification by the city of Phoenix accepting the current and five year forecast noise exposure maps on January 5, 1988.

b. The projected 1992 (future) aircraft operations, the 1992 (future) YDNL contours and the supporting documentation are accepted as the description of future conditions as set forth in Part 150 and are accordingly accepted under this part.

FAA's acceptance of your noise exposure maps is limited to the determination that the maps were developed in accordance with the procedures contained in Appendix A of Part 150. Such acceptance does not constitute approval of your data, information or plans. The FAA will publish notice in the Federal Register announcing the acceptance of the noise exposure maps for the Sky Harbor International Airport. The FAA's acceptance of these noise exposure maps under Part 150 in no way approves or endorses a noise compatibility program, potential related federal funding of projects identified in such a program, or any related operating restrictions at the Sky Harbor International Airport.

Should questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on your noise exposure maps, you should note that the FAA will not be involved in any way in

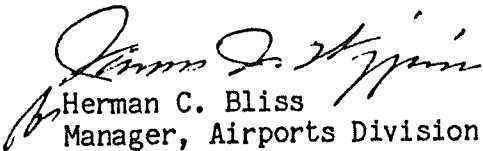
determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the maps to resolve questions concerning, for example, which properties should be covered by the provisions of Section 107 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's acceptance of your noise exposure maps. Therefore, the responsibilities for the detailed overlaying of noise exposure contours onto the maps depicting properties on the surface rests exclusively with you, the airport operator or with those public agencies and planning agencies with which consultation is required under Section 103 of the Act. The FAA relies on the certification by you, under Section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Your notice of the acceptance and the availability of the noise exposure maps, when published at least three times in a newspaper of general circulation in the county or counties where affected properties are located, will satisfy the requirements of Section 107 of the Act. A copy of our evaluation of the noise exposure maps is enclosed for your information and use.

Your attention is called to the requirements of Section 150.121(d) of FAR Part 150, involving the prompt preparation and submission of revisions to these maps if any actual or proposed change in the operation of the Sky Harbor International Airport might create any substantial new noncompatible use in any areas depicted on the maps.

Thank you for your continued support for land use compatibility planning around the Sky Harbor International Airport.

Sincerely,


Herman C. Bliss
Manager, Airports Division

Enclosure

cc: APP-600