



APPENDIX I AIRPORT AUTHORITY PRESIDENT AND CEO NOISE COMPATIBILITY PROGRAM RECOMMENDATIONS



Page intentionally left blank.



MEMORANDUM

TO: FAR Part 150 Advisory Committee
FROM: Rick McQueen
DATE: August 25, 2014
RE: Noise Compatibility Program Recommendations

The Akron-Canton Airport Authority began the Part 150 Noise Compatibility Planning Study Update in September 2012. The study has progressed with technical assistance from our consulting team, regulatory direction from the FAA, input from the general public at two workshops and in written comments, and oversight from you the Advisory Committee. Every step in the process has been carefully documented and communicated in technical memoranda, newsletters, meeting minutes, public presentations, and other materials available for public review on the project website (<http://www.akroncantonairport.com/about/noise-study>).

We have reached the point in the study process where the Authority has the information necessary to recommend measures to include in the updated "Noise Compatibility Program." A primary purpose of the sixth Advisory Committee meeting and third public workshop (on September 17, 2014) will be to present these recommendations. The workshop also will serve as a public hearing, to permit any interested party with an opportunity to enter verbal comments into the record. We also will accept comments in any written form. We will include these comments in the draft study documentation. That documentation will be made available for public review, with a time-certain comment period, prior to finalizing it for submission to the FAA.

As you are aware, the Noise Compatibility Program measures fall into three primary categories: (1) noise abatement measures to reduce existing and forecast noise exposure on sensitive land uses, (2) compatible land use measures to address existing non-compatible uses and prevent new non-compatible uses, and (3) program management measures to support ongoing implementation and review.

A major result of this study was determination that according to FAA and local land-use guidelines, there are no non-compatible land uses within the 2014 and 2019 Noise Exposure Map contours. However, that does not mean that residents do not hear aircraft or that the Authority and surrounding jurisdictions have no interest in minimizing noise exposure on potentially sensitive uses. Therefore, consistent with our interest in being the best neighbor possible, I recommend that the Authority propose the following package of Noise Compatibility Program measures:

Noise Abatement Measures:

I will recommend that the Authority request FAA approval to continue six of the eight existing noise abatement measures, forego two existing measures the analysis revealed are now unnecessary, and add a new measure related to nighttime preferential runway use, as follow:



- Continue existing Noise Abatement Measure 1 as approved by the FAA for implementation on a voluntary basis: Pilots of all turbojet aircraft may voluntarily use noise abatement departure procedures, including the “close-in” procedure described in FAA Advisory Circular 91-53A “Noise Abatement Departure Profiles” and the “standard” procedure defined in National Business Aviation Association publication “Noise Abatement Procedures for Turbojet Business Aircraft.”
- Continue existing Noise Abatement Measure 2 as approved by the FAA for implementation on a voluntary basis: The control tower will clear Ohio Army Air National Guard helicopters to 4,000’ above mean sea level (MSL) – 2,800’ above ground level (AGL) – or the requested altitude, whichever is lower (usually 2,500’ MSL or 1,300’ AGL) immediately after takeoff.
- Continue existing Noise Abatement Measure 3 as approved by the FAA for implementation on a voluntary basis: Pilots of all turbojet aircraft may voluntarily restrict the use of reverse thrust activity at night (10:00 p.m. - 7:00 a.m.).
- Continue existing Noise Abatement Measure 4 as approved by the FAA for implementation on a voluntary basis: Eastbound turbojet aircraft departing on Runway 23 maintain runway heading until 3 nautical miles from the radar, or until the aircraft is at 2,500’ MSL (1,300’ AGL).
- Continue existing Noise Abatement Measure 5 as approved by the FAA for implementation on a voluntary basis: Eastbound and southbound turbojet aircraft departing on Runway 19 initiate a turn to a heading of 160 degrees at 2 nautical miles from the radar.
- Continue existing, FAA-approved Noise Abatement Measure 6: Use designated location and orientation for engine maintenance runups. (Analysis of existing Noise Abatement Measures 7 and 8, which also address runups and associated taxiing noise, reveal that they are addressed by measure 6 or and otherwise not a continuing noise issue, so they are not recommended for inclusion in the updated Noise Compatibility Program.)
- Request that FAA approve a new noise abatement measure (analyzed as Alternative 1A in the study): Adopt a voluntary, informal runway use program, as defined under FAA Order 8400.9, “National Safety and Operational Criteria for Runway Use Programs,” to shift departures from Runway 23 to 19 when operating in the south flow at night (10 p.m. – 7 a.m.).

Compatible Land Use Measure:

I will recommend that the Authority work with local land use control jurisdictions to implement an overlay zone. Local jurisdictions will provide the Authority with notice of proposed subdivisions, new development, changes in land use, zoning, or other land use actions within that zone, to ensure the Authority has the opportunity to identify and comment on any potential noise compatibility issues. An ancillary benefit of this measure is that it will provide the Authority with opportunity to comment on potential airspace obstructions.

With consulting team assistance, I have discussed this proposal with each affected jurisdiction on a preliminary basis and received very positive feedback and encouragement.

Analysis of this measure and related consultation with surrounding jurisdictions reveal that it eliminates the need for previously proposed subdivision and fair disclosure regulations, and comprehensive planning and capital improvement planning measures. Since there is no non-compatible land within the noise contours, there also is no basis for corrective measures proposed in prior studies, such as sound insulation, easements, or outright acquisition

Program Management Measures

I will recommend that the Authority continue the following FAA-approved program management measures:



- Noise complaint receipt and response
- Public information and pilot outreach
- Noise abatement contact
- Air terminal information service (ATIS) advisory
- Airside informational signs
- Noise Exposure Map and Noise Compatibility Program review and revision

I will not recommend that the Authority pursue an ongoing noise monitoring program, since our Noise Compatibility Program does not include any measures that require monitoring for implementation.

On behalf of the Akron Canton Airport Authority, I would like to thank all of you for your participation in the Part 150 Study. I look forward to seeing you at our last committee meeting on September 17th.



Page intentionally left blank.