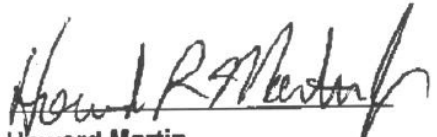


FEDERAL AVIATION ADMINISTRATION


RECORD OF APPROVAL
14 CFR PART 150
NOISE COMPATIBILITY PROGRAM

Ted Stevens Anchorage International Airport and Lake Hood Seaplane Base
Anchorage, Alaska


Howard Martin
Regional Counsel, Alaskan Region

CONCUR HCM
CONCUR
11-16-2015
Date

NONCONCUR


Kristi A. Warden
Acting Division Manager
Alaskan Region, Airports Division


APPROVED
11/17/15
Date

DISAPPROVED

RECORD OF APPROVAL

Ted Stevens Anchorage International Airport and Lake Hood Seaplane Base Anchorage, Alaska

The Ted Stevens Anchorage International Airport (ANC) and Lake Hood Seaplane Base (LHD) Noise Compatibility Program (NCP) includes measures to abate aircraft noise, control land development, mitigate the impact of noise on non-compatible land uses, and implement and update the program. Title 14 Code of Federal Regulations (CFR) Part 150 requires that the NCP apply to a period of no less than five years into the future, although it may apply to a longer period if the sponsor so desires. The airport sponsor has requested that the NCP be applied to the Future 2020 Noise Expose Map (NEM) NCP (Figure I1).

ANC and LHD are both included in this Part 150 Study Update. For purposes of this update, ANC and LHD were analyzed as a single airport with one set of contours. All previous Part 150 Studies completed to date included both facilities. The reasons for this include:

- The airports are physically linked by connecting taxiways and share a boundary.
- The runways and sea lanes are as proximate to each other as many other airports operating with several runways.
- The ANC Airport Traffic Control Tower controls both aircraft operations on the ground and within designated airspace at ANC and air traffic at LHD. With this integrated airspace, where departures and arrivals occurring in such close proximity, ANC and LHD function as one airport.

Because of these factors, the two airports act in many ways as one facility. Therefore the noise contours were modeled together. ANC and LHD are both included in this Part 150 Study Update.

The objective of the NCP is to improve the compatibility between aircraft operations and noise-sensitive land uses in the area while allowing ANC and LHD to continue to serve the community, state, and nation. This NCP is an update to an existing program that the FAA approved in the 2000 Record of Approval (ROA). The NCP includes new measures, and continues and revises some currently approved measures from the 2000 NCP ROA. As outlined in Chapter I of the NCP, the currently approved Abatement Measures include: Use of Noise Abatement Departure Profiles on Runways 6L/6R, and 14 (now 7L / 7R and 15) were determined not to show a noise benefit and are not carried forward in this NCP. A detailed Noise Abatement Departure Procedure (NADP) Study and a detailed ground noise study were approved measures in the 2000 ROA and both studies were completed. Neither of these measures were included in this NCP.

The FAA's approval or disapproval of each specific measure proposed by an airport sponsor in an ROA is determined by applying approval criteria prescribed in 14 CFR §150.35(b). Only measures that meet the approval criteria can be approved. Note that FAA approval or disapproval of a measure only indicates whether that measure would, if implemented, be consistent with the purposes of 14 CFR Part 150. When an ROA measure is disapproved by the FAA, airport sponsors are not precluded from and are encouraged to work with the FAA and their communities outside of the rigors of the Part 150 process to implement initiatives that provide noise benefits for the surrounding community.

Approval of a measure does not constitute an FAA funding commitment or a decision to implement that measure. The FAA will make funding eligibility determinations as funds are requested by the airport sponsor. Later decisions concerning possible implementation of measures approved in this ROA will be subject to all applicable environmental compliance and other procedures and requirements including, but not limited to, the National Environmental Policy Act and Section 106 of the National Historic Preservation Act.

The operational land use control and program management measures below summarize as closely as possible the airport operator's recommended measures in the NCP and are cross-referenced to the NCP. The NCP measures below have been summarized and do not represent the opinions or decisions of the FAA.

The FAA has provided technical advice and assistance to the airport to ensure that the operational elements are feasible (see 14 CFR §150.23(c)).

NOISE ABATEMENT RECOMMENDED MEASURES

N1. Noise Barrier – Lake Hood Seaplane Base

This is a new measure and would involve the design and construction of a noise barrier / wall generally along the eastern boundary of LHD east of the gravel strip. It is intended to reduce aircraft noise impacts to neighborhoods. A noise barrier is an obstruction to the path of the sounds that reduces noise for receivers “behind” the barrier relative to the noise source and reduce noise levels by interrupting, or blocking the direct path between the noise source and the receiver.

(NCP, pages G.16 – G.30 and I.12 – I.18)

FAA Determination: Disapproved for purposes of Part 150. The FAA has determined all land uses east of the gravel strip to be to be compatible with noise levels below 65 DNL. Residential land uses in this area are compatible with DNL below 65, Appendix A, Sec. AI50.101(a). This measure benefits land uses below the 65 DNL noise contour and therefore does not meet the Part 150 requirement of reducing noncompatible uses within the 65 DNL.

N2. Ground Run-Up Enclosure

This new measure would construct a Ground Run-up Enclosure (GRE) where engine run-ups could be conducted. The GRE is intended to reduce run-up noise to neighborhoods close to ANC.

(NCP, pages G.31 – G.39 and I.19 – I.21)

FAA Determination: Disapproved for purposes of Part 150. Residents adjacent to the four areas identified for possible location of a GRE are outside the 65 DNL and considered to be compatible land uses. Residential land uses are compatible with DNL below 65, Appendix A, Sec. AI50.101(a). This measure benefits land uses below the 65 DNL noise contour and therefore does not meet the Part 150 requirement of reducing noncompatible uses within the 65 DNL.

N3. Voluntary Reduced Use of Reverse Thrust

This is a new measure and would reduce the use of reverse thrust by pilots on an “as able” basis. This measure is intended to reduce noise levels from landing jets where pilots typically deploy reverse thrust to slow the aircraft. When runway conditions allow for a dry, uncontaminated surface and low congestion activity, among other variables, it may be possible for the pilot to reduce the use of reverse thrust upon landing.

This measure is a voluntary and is entirely up to the discretion of the pilot in command and only implemented when conditions allow. This option cannot be monitored or enforced.

(NCP, pages G.40 – G.41 and I.23)

FAA Determination: Approved as voluntary and it is entirely up to the discretion of the pilot in command and only when conditions allow.

LAND USE RECOMMENDED MEASURES

L1. Voluntary Sound Insulation of Noise Sensitive Structures Within the 65 DNL Noise Contour

This is a continuation of a measure approved in the 2000 ROA to reduce noise levels experienced inside the residential structures. The measure would insulate existing eligible residential structures within the 65 DNL or greater noise levels of the 2020 contour created for this Part 150 Study Update.

The only noncompatible land uses within the 2020 65 DNL and greater contours are residential uses. The updated contours indicate that airport-related noise above 65 DNL occurs in areas where it previously did not, primarily in the area east of LHD.

(NCP, pages H.6 – H.8 and I.24 – I.29)

FAA Determination: Approved as a continuation of a voluntary measure in the 2000 ROA. The Airport Improvement Program (AIP) Handbook funding requirements must be met to be eligible for funding. Habitable rooms in the existing the structure must have been built prior to October 1, 1998; the property must be within the approved 65 DNL; the property must meet the interior noise level requirements of experiencing existing interior noise levels that are 45 dB or greater.

L2. Disclosure Statements/Buyer Notification

This measure is a continuation from the 2000 ROA and is intended to inform potential homeowners / renters that they are purchasing / renting a home in an area where they might experience aircraft noise levels that could cause annoyance.

(NCP, pages H.13 and I.31 – I.32)

FAA Determination: Approved as a continuation measure from the 2000 ROA and a local measure. The Federal government does not have local land use control authority. The local jurisdictions have the authority to pursue proposed land controls.

L3. Building Code Requirements – Sound Attenuation Required for New Development

This measure is a continuation from the 2000 ROA and a local measure. It is intended to reduce the number of future non-compatible land uses through mandatory sound attenuation requirements for new construction of noise sensitive uses. This measure proposes to amend building code requirements to include sound attenuation standards for any new construction of noise sensitive uses.

(NCP, pages H.14 and I.35 – I.36)

FAA Determination: Approved as a continuation measure from the 2000 ROA and a local measure. The Federal government does not have local land use control authority. The local jurisdictions have the authority to pursue proposed land controls.

L4. Comprehensive Plan Amendments

This measure is a continuation from the 2000 ROA and is intended to prevent the introduction of new non-compatible land uses through the land use planning and development policy process. The measure proposes to amend the existing adopted Anchorage 2020 Comprehensive Plans and West Anchorage District Plan to achieve long-term land use compatibility of lands with aircraft exposure from the ANC and LHD.

(NCP, pages H.16 – H.17 and I.37 – I.38)

FAA Determination: Approved as a continuation from the 2000 ROA and a local measure. The Federal government does not have local land use control authority. The local jurisdictions have the authority to pursue proposed land controls.

L5. Zoning Code Changes/Noise Overlay Zone

This is a continuation from the 2000 ROA and involves changes to the Municipality of Anchorage Title 21 Land Use Code to guide compatible development near the airport. The zoning code can prescribe development standards that new development must meet and can include sound attenuation, creating of an avigation (noise) easement, disclosure notification, and other related standards.

(NCP, pages H.18 and I.39 – I.40)

FAA Determination: Approved as a continuation measure from the 2000 ROA and a local measure. The Federal government does not have local land use control authority. The local jurisdictions have the authority to pursue proposed land controls.

ADMINISTRATIVE RECOMMENDED MEASURES

A1. Development of Fly Quiet Report Card and Pilot Awareness Program

This measure is a continuation from the 2000 ROA and involves the creation / update of a Fly Quiet Program for ANC and LHD to address noise issues and promote fly quiet procedures for pilots. A Fly Quiet Program has been completed for ANC; however, this effort would build upon what was previously created and focus on creating an official Fly Quiet Program for LHD.

(NCP, pages H.20 and I.41 - I.42)

FAA Determination: Approved as a continuation measure from the 2000 ROA.

A2. Continuation of Public Information Program and Noise Information Page on the Website

This is a continuation measure from the 2000 ROA. This measure would keep the noise section of the Airport's website active and accessible to the public with information about existing noise reduction measures, the current Noise Exposure Map (NEM), noise comment submittal information, and other noise related information.

(NCP, pages H.21 and I.43)

FAA Determination: Approved as a continuation measure from the 2000 ROA.

A3. Public Comment Submittal Form

This is a continuation measure from the 2000 ROA. This measure would continue to make available the noise comment submittal form on the website easily accessible to the public. The comment submittal form allows the Airport to track comments received to better understand what types of operations cause single event concerns. These comments are reviewed and responded to by Airport staff.

(NCP, pages H.22 and I.44)

FAA Determination: Approved as a continued measure from the 2000 ROA.

A4. Addressing of Noise Comments

This is an updated measure approved in the 2000 ROA. This measure involves using existing Airport staff to monitor and respond to noise comments rather than a single dedicated staff position.

(NCP, pages H.23 and I.45)

FAA Determination: Approved as updated.

A5. Flight Tracking

This updated measure approved in the 2000 ROA would involve the acquisition of a new flight tracking system that can also track aircraft noise. This information would be used to respond to noise comments. The previous flight tracking system was approved in the 2000 ROA and operated until 2009.

(NCP, pages H.24 and I.46 – I.47)

FAA Determination: Approved as updated. Approval of this measure does not obligate the FAA to participate in funding the software or hardware required to establish a flight tracking system. Note for the purposes of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds.

A6. Review and Update Part 150 Study As Needed

This is a continuation measure from the 2000 ROA and would involve updating the NEM and NCP as conditions change.

(NCP, pages H.25 and I.48 – I.49)

FAA Determination: Approved as a continued measure from the 2000 ROA. 14 CFR 150.23(e)(9) is the provision for revising the NCP if made necessary by revision of the NEM. In accordance 14 CFR 150.21(d), an update to the NEM is necessary if there is either a substantial increase (+1.5 dB or more) creating new non-compatible land uses within the DNL 65 dB contour, or if there is a significant reduction in noise over existing non-compatible land uses.

FACILITY RECOMMENDED MEASURES

F1. Install Electrification and Preconditioned Air at All Jet Bridges and Areas

This is a new measure that would involve installing gate electrification and reconditioned air gates and cargo areas that do not currently have these features. This measure would reduce aircraft engine noise while aircraft is on the ground.

(NCP, pages H.26 and I.50 – I.51)

FAA Determination: Disapproved. Terminal based power AC is funded as a terminal development reference AIP Handbook, Appendix N. Terminal Building Projects, Table N-5 Typical Eligible/Equipment within a Terminal Building, Line o.