

Part 150 Noise Compatibility Program Checklist

I. IDENTIFICATION AND SUBMISSION OF PROGRAM: ***Page Number***

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| A. Submission is properly identified: | |
| 1. 14 C.F.R Part 150 NCP? | Yes, Cover, Fly Sheet, Cover Letter |
| 2. NEM and NCP together? | Yes |
| 3. Program revision? | Yes, full NCP/NEM Part 150 Study Update |
| B. Airport and Airport Operator's name identified? | Yes, Cover, Flysheet |
| C. NCP transmitted by airport operator cover letter? | Yes |

II. CONSULTATION:

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| A. Documentation includes narrative of public participation and consultation process? | Yes, J.1-.2, Appendix |
| B. Identification of consulted parties: | |
| 1. All parties in 150.23(c) consulted? | Yes, J.1, Appendix |
| 2. Public and planning agencies identified? | Yes, J.1, Appendix |
| 3. Agencies in 2., above, correspond to those affected by the NEM noise contours? | Yes, J.1, Appendix |
| C. Satisfies 150.23(d) requirements: | |
| 1. Documentation shows active and direct participation of parties in B, above? | Yes, J.1, Appendix |
| 2. Active and direct participation of general public? | Yes, J.1-.2, Appendix |
| 3. Participation was prior to and during development of NCP and prior to submittal to FAA? | Yes, J.1-.2, Appendix |
| 4. Indicates adequate opportunity afforded to submit views, data, etc.? | Yes, J.1-.2, Appendix |

- D. Evidence included of notice and opportunity for a public hearing on NCP? Yes, Appendix

- E. Documentation of comments:
 - 1. Includes summary of public hearing comments, if hearing was held? Yes, J.2, Appendix
 - 2. Includes copy of all written material submitted to operator? Yes, Appendix
 - 3. Includes operator's responses/disposition of written and verbal comments? Yes, Appendix

- F. Informal agreement received from FAA on flight procedures? N/A

III. NOISE EXPOSURE MAPS: [150.23, B150.3, B150.35 (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.)

- A. Inclusion of NEMs and supporting documentation:
 - 1. Map documentation either included or incorporated by reference? Yes, D.95-D.97, I.1-I.5
 - 2. Maps previously found in compliance by FAA? Yes
 - 3. Compliance determination still valid? Yes
 - 4. Does 180-day period have to wait for map compliance finding? Yes

- B. Revised NEMs submitted with program:

(Review using NEM checklist if map revisions included in NCP submittal)

 - 1. Revised NEMs included with program? Yes, D.97, I.5
 - 2. Has airport operator requested FAA to make a determination on the NEM(s) when NCP approval is made? Yes

- C. If program analysis used noise modeling:
 - 1. INM or HNM, or FAA-approved equivalent? Yes, C.38-39
 - 2. Monitoring in accordance with A150.5? Yes, C.27-C.40

- D. Existing condition and 5-year maps clearly identified as the official NEMs? Yes, D.97, I.5, and Large-Scale Maps Submitted Separately

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

- A. At a minimum, are the alternatives below considered?
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| 1. Land acquisition and interest therein, including air rights, easements, and development rights? | Yes, H.9-H.11 |
| 2. Barriers, acoustical shielding, public building sound proofing | Yes, G.16, G.31, H.6 |
| 3. Preferential runway system | Yes, F.24, G.42 |
| 4. Voluntary Flight procedures | Yes, G.4, G.10, G.40, G.48 |
| 5. Restrictions on type/class of aircraft (as least one restriction below must be considered) taking into account applicable legislation (49 U.S.C 47521 et. seq.), powers and duties of the Administrator, and grant assurances. | |
| a. deny use based on Federal standards | Yes, F.11 |
| b. capacity limits based on noisiness | Yes, F.12 |
| c. mandatory noise abatement takeoff/approach procedures | Yes, F.24 |
| d. landing fees based on noise or time of day | Yes, F.13 |
| e. nighttime restrictions | Yes, F.14 |
| 6. Other actions with beneficial impact not listed herein | Yes, H.9-H.26 |
| 7. Other FAA recommendations (see D, below) | N/A |
- B. Responsible implementing authority identified for each considered alternative? Yes
- C. Analysis of alternative measures:
- | | |
|---|-------------------------|
| 1. Measure clearly described? | Yes, G.1-G.53, H.1-H.26 |
| 2. Measures adequately analyzed? | Yes, G.1-G.53, H.1-H.26 |
| 3. Adequate reasoning for rejecting alternatives? | Yes, G.1-G.53, H.1-H.26 |
- D. Other actions recommended by the FAA:
Should other actions be added? N/A
- (List separately, or on back, actions and discussions with airport operator to have them included prior to the start of the 180-day cycle. New measures adopted by the airport sponsor must be subject to consultation before they can be submitted to the FAA for action. (See E., below)*

V. ALTERNATIVES RECOMMENDED FOR IMPLEMENTATION:

[150.23 (e), B150.7, B150.35 (b), B150.5]

- A. Document clearly indicates:
1. Alternatives recommended for implementation? Yes, 1.1-1.51
 2. Final recommendations are airport operator's, not those of consultant or third party? Yes, Cover Letter
- B. Do all program recommendations:
1. Relate directly or indirectly to reduction of noise and non-compatible land uses? Yes, 1.1-1.51
(Note: All program recommendations, regardless of whether previously approved by the FAA in an earlier Part 150 study, must demonstrate a noise benefit if the airport sponsor wants FAA to consider the measure for approval in a program update. See E., below)
 2. Contain description of contribution to overall effectiveness of program? Yes, 1.1-1.51
 3. Noise/land use benefits quantified to extent possible? Yes, 1.1-1.51
 4. Include actual/anticipated effect on reducing noise exposure within noncompatible area shown on NEM? Yes, 1.24-1.29
 5. Effects based on relevant and reasonable expressed assumptions? Yes, 1.1-1.51
 6. Have adequate supporting data to support its contribution to noise/land use compatibility? Yes, 1.1-1.51
- C. Analysis appears to support program standards set forth in 150.35 (b) and B150.5? Yes, 1.1-1.51
- D. When use restrictions are recommended:
1. Does (or could) the restriction affect Stage 2 or Stage 3 aircraft operations (regardless of whether they presently operate at the airport)? (If restriction affects Stage 2 helicopters, Part 161 also applies.) N/A

If the answer to 1. is yes, has the airport operator completed the Part 161 process and received FAA Part 161 approval for a restriction affecting Stage 3 aircraft? For restrictions affecting only Stage 2 analysis and consultation process required by Part 161? N/A
 3. Are non-restrictive alternatives with potentially significant noise/compatible land use benefits thoroughly analyzed so that appropriate comparisons and conclusions can be made? N/A

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| <p>4. Did the FAA regional or ADO reviewer coordinate the use restriction with APP-600 prior to making determination on start of 180-days?</p> | <p>N/A</p> |
| <p>E. Do the following also meet Part 150 analytical standards:</p> | |
| <p>1. Formal recommendations which continue existing practices?</p> | <p>Yes, 1.9-1.51</p> |
| <p>2. New recommendations or changes proposed at end of Part 150 process?</p> | <p>Yes, 1.9-1.51</p> |
| <p>F. Documentation indicates how recommendations may change previously adopted plans?</p> | |
| | <p>Yes, 1.9-1.51</p> |
| <p>G. Documentation also:</p> | |
| <p>1. Identifies agencies which are responsible for implementing each recommendation</p> | <p>Yes, 1.9-1.51</p> |
| <p>2. Indicates whether those agencies have agreed to implement?</p> | <p>N/A</p> |
| <p>3. Indicates essential government actions necessary to implement recommendations?</p> | <p>Yes, 1.9-1.51</p> |
| <p>H. Time Frame:</p> | |
| <p>1. Includes agreed-upon schedule to implement alternatives?</p> | <p>Yes, 1.9-1.51</p> |
| <p>2. Indicates period covered by the program?</p> | <p>Yes, Cover Letter, 1.1-1.5</p> |
| <p>I. Funding/Costs:</p> | |
| <p>1. Includes costs to implement alternatives?</p> | <p>Yes, 1.9-1.51</p> |
| <p>2. Includes anticipated funding source?</p> | <p>Yes, 1.9-1.51</p> |

VI. PROGRAM REVISION: [150.23 (e) (9)]

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| <p>Supporting documentation includes provision for revision?</p> | <p>Yes, 1.48</p> |
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