

**RECORD of APPROVAL
Atlantic City International Airport
NOISE COMPATIBILITY PROGRAM**

Introduction

The Atlantic City International Airport, (ACY) Atlantic City, New Jersey, Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based upon the parameters established in Federal Aviation Regulation (FAR) Part 150, Airport Noise Compatibility Planning. Development of the NCP follows the completion of a Master Plan Update and Environmental Impact Statement (EIS). The operating conditions and levels that were used in the Part 150 Study are consistent with the data used in the EIS.

The NCP recommends a total of three (3) measures, which are summarized on pages 82 and 83. The measures are referenced to the NCP by page number. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determinations do not represent the opinions or decisions of the FAA.

The approvals listed herein include approvals of actions that the South Jersey Transportation Authority recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these 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. These approvals do not constitute a commitment by the FAA to provide federal financial assistance for these projects. Later decisions concerning possible implementation of the actions may be subject to applicable environmental or other procedures or requirements.

1. Purchase Avigation Easements for the six (6) homes on Mannheim Road that are located within the 2009 DNL 65 noise contour. (pages 69 and 74)

Description: SJTA proposes to purchase avigation easements on six homes on Mannheim Road. These homes are the only noncompatible land uses within the 65 DNL. Homeowners would be compensated for aviation noise impacts on their property. SJTA determined that given the small number of homes affected, a sound insulation program was not a practical program for noise mitigation. Meetings with the effected homeowners indicated that none of the residents indicated a desire to relocate. Avigation easements would be subordinated and attached to the deed in perpetuity to assure transference to future owners and their recognition of the rights ceded.

FAA Action: APPROVED. To be eligible for federal funding, acquisition of easements must follow the requirements of the Uniform Relocation Assistance and Real Property Acquisition Act.

2. Creation of an Airport Overlay District Ordinance (pages 72 and 82)

Description: This measure would create an airport overlay district for the airport and the surrounding municipalities that fall within the 2009 65 DNL contour to minimize the amount of future noncompatible land use surrounding the airport. The District would allow additional land use restrictions to be placed within and adjacent to the 65 and greater DNL contour. Required provisions include Full Disclosure Statements, acoustical treatment and aviation easements. The boundaries to the Noise Zones would be incorporated and shown on each community's official zoning maps. This measure requires Noise Level Reduction (NLR) be achieved through incorporation of noise attenuation into the design and construction of new structures (including modifications to the six existing noncompatible structures) consistent with Table 1 of the Part 150 Regulations.

FAA Action: APPROVED. This measure is within the authority of the responsible local land use planning jurisdiction. The Federal Government has no authority to control land uses. (pages 74 and 83)

3. Use of Runway 13-31 as the preferential runway for night departures.

Description: This measure would require the use of Runway 13-31 for departures after 11 PM and before 7AM as the preferred runway, unless crosswinds exceeded 15 knots and/or the pilot requests an alternative runway for safety reasons. Runway 13-31 is the primary runway for ACY. This measure would provide relief from single event noise impacts for those residences off the ends of Runway 4-22.

FAA Action: Approved in part; Disapproved in part. Approved as an informal voluntary measure. From the hours of 11 pm through 7 am, the ATCT (subject to air traffic, weather, airspace safety and efficiency) would recommend Runway 13-31 for departures as the preferred noise abatement runway. Being a voluntary measure, the pilot may request an alternative runway. The sponsor's request that use of Runway 13-31 for departures after 11 pm and before 7 am as the preferred runway, unless crosswinds exceeded 15 knots is disapproved. Based on consultation by the Atlantic City Air Traffic Control Tower (ATC) staff with airport management and considering the fleet mix, the ATC has determined that the crosswind component cannot exceed 10 knots.