

ACTION: Transmittal of the Approved
Part 150 Program for Manchester Municipal
Airport, Manchester, New Hampshire

Manager, Community and Environmental
Needs Division, APP-600

Manager, Airports Division, ANE-600

Attached is the approval package for the subject **Noise**
compatibility Program. Please send us a copy of your
signed letter to the sponsor for our records.

Lynne S. Pickard

Attachment

cc: AEE-300 (info)

APP-600/11B/VCatlett/TBennett
APP-600:TBennett:7-8769:11-6-92
No Control
MANCHESTER



U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject: ACTION: Transmittal of the Approved
Part 150 Program for Manchester Municipal
Airport, Manchester, New Hampshire

Date

From: Manager, Community and Environmental
Needs Division, APP-600

Reply to
Attn of

To: Manager, Airports Division, ANE-600

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U.S. Department
of Transportation
**Federal Aviation
Administration**

Memorandum

Subject

ACTION: FAR Part 150 Noise Compatibility
Program for Manchester Municipal Airport,
Manchester, New Hampshire

Date

6

From

Director, Office of Airport Planning
and Programming, APP-I

Reply to
Attn of

To

Assistant Administrator for Airports, ARP-1

Attached for your action is the Noise Compatibility Program (NCP) for the Manchester Municipal Airport (MHT) under FAR Part 150. The New England Region, in conjunction with Federal Aviation Administration (FAA) Headquarters has evaluated the program and recommends action as set forth below.

On May 13, 1992, the FAA determined that the Noise Exposure Maps (NEM-s) for MHT are in compliance with the requirements of Section 103(a) of the Aviation Safety and Noise Abatement Act of 1979 (ANSA) and Title 14, CFR Part 150. At the same time, the FAA made notification in the Federal Register of the formal 180 day review period for MHT's proposed program under the provisions of section 104(a) of ANSA and FAR Part 150. The 180-day formal review period ends November 9, 1992. If the program is not acted on by the FAA by that date, it will automatically be approved by law, with the exception of flight procedures.

The MHT program describes the current and future noncompatible land uses. The NCP proposes several measures to remedy existing noise problems and prevent noncompatible land uses. Each measure is described in the attached Record of Approval.

The Assistant Administrator for Policy, planning, and International Aviation and the Chief Counsel have concurred with the recommendations of the New England Region. If you agree with the recommended FAA determinations, you should sign the "approve" line on the attached signature page. I recommend your approval.

Paul L. Galis

Attachments

FEDERAL AVIATION ADMINISTRATION
RECORD OF APPROVAL
FAR PART 150 NOISE COMPATIBILITY
PROGRAM

Manchester Municipal Airport
Manchester, New Hampshire

CONCUR NONCONCUR

Assistant Administrator for
Policy, Planning, and
International Aviation, API-1

Nov 2, 1992 X
Date

for

Chief Counsel, AGC-1

Nov. 5, 1992
Date

Assistant Administrator
for Airports, ARP-1

Date
NOV 6 92

APPROVED

DISAPPROVED

RECORD OF APPROVAL

MANCHESTER AIRPORT

MANCHESTER, NEW HAMPSHIRE

NOISE COMPATIBILITY PROGRAM

1.0 INTRODUCTION

The City of Manchester, New Hampshire, through the Manchester Airport Authority, sponsored an Airport Noise Compatibility Planning Study under a Federal Aviation Administration (FAA) grant, in compliance with Federal Aviation Regulations (FAR), Part 150. The Noise Compatibility Program (MCP) and its associated Noise Exposure Maps (NEM) were developed concurrently and submitted to F M for review and approval on March 23, 1992. The NEM was determined to be in compliance on May 13, 1992. The determination was announced in the Federal Register May 29, 1992.

The Part 150 Study was closely monitored by a Planning Advisory Committee which represented the City of Manchester, the Town of Londonderry and other area towns, airport users, and community residents. A series of Advisory Committee meetings was held, with the airport's consultant presenting material and findings. Three public information meetings were held. The consultant addressed comments at all of these meetings, and subsequent written comments as well.

The study focused on defining an optimum set of noise and land use mitigation measures to improve compatibility between airport operations and community land use, presently and in the future.

The resultant program is described in detail in the "Noise Compatibility Program" section of the study, Chapters 3, 4, and 5. Chapters 3 and 5 analyze promising noise abatement alternatives. Chapters 4 and 5 evaluate promising land use alternatives. The program elements below summarize as closely as possible the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. 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 which follow include actions which the Manchester Airport Authority recommends be taken by 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. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

2.0 PROGRAM ELEMENTS

2.1 Noise Abatement Elements

2.1.1 Preferential. Runway Use During Visual Flight Rule (VFR) Conditions (pages 3-26 thru 3-31 and 5-3). Runway 17 would be designated as preferred for turbojet operations during conditions when the air traffic control tower is open, wind speeds are three knots or less, weather ceiling is no less than 2,800 feet above mean sea level, visibility is no less than five miles, and the runway is clear and dry

Approved. Implementation of this measure, along with the next two measures, would reduce exposure within the DNL 65 dBA contour from more than 7,600 people to approximately 4,772 in 1995 (Table 3-B).

2.1.2 Support the installation of an ILS to Runway 17 (pages 3-26 and 5-3). This measure is closely associated with the next measure because extension of preferential use of Runway 17 to IFH operations (most turbojets) is dependent to a great extent on installation of an Instrument Landing System (ILS). FAA has proposed, through its Facilities and Equipment program, the installation for safety and operational purposes. The airport, including the Advisory Committee which participated in the Part 150 study, supports the ILS for noise abatement purposes.

Approved. This approval extends **only** to an acknowledgment that the Airport Authority and Advisory Committee support, from a noise abatement perspective, FAA's installation of an ILS. It does not extend to a commitment on the part of FM to install an ILS. This action is subject to separate FAA approval. authority.

2.1.3 Application of Preferential Use of Runway 17 to IFR Operations (pages 3-26 thru 3-31 and 5-3). Upon installation of a programmed ILS to Runway 17, this measure would eliminate ceiling and visibility restrictions on the preferential runway use program for VFR operations described in section 2.1.1 above and extend the preferential runway program to all periods when winds are 3 knots or less.

Approved. Implementation of this measure, along with the previous two measures, would reduce exposure within the DNL 65 dBA contour from more than 7,600 people to approximately 4,772 in 1995 (Table 3-B). As with the previous measure, approval of this measure does not extend to a commitment on the part of FAA to install an ILS. This action is subject to separate FAA approval authority.

2.1.4 IFR Control of Approaches to Runway 35 (page 5-4). Upon activation of an Airport Radar Service Area (ARSA), turbojet and turboprop aircraft would be vectored to a final approach outside the outer marker to the Runway 35 ILS, except when dictated by capacity considerations.

Approved. This measure addresses frequent noise complaints of Londonderry residents resulting from aircraft flying visual approaches to Runway 35 and along the ILS course. The measure would become effective when an ARSA is established. All arriving turbojet and turboprop traffic would be vectored along the ILS final approach course from a point outside the outer marker to the airport, local conditions of traffic, weather, and capacity permitting.

2.1.5 Voluntary Access Restriction (pages 3-3 thru 3-9 and 5-5). The airport administration would continue to request early conversion of Manchester operations from Stage 2 aircraft to Stage 3 aircraft.

Approved as a Voluntary Measure Only. This measure addresses a dominant interest on the part of the Part 150 study committee; noise from nighttime passenger and cargo turbojet operations. The airport has had some success with voluntary compliance.

2.1.6 Designation of Routine Engine Maintenance Runup Location, Aircraft Orientation, and Power Levels, between 11:00pm and 6:00am (page 5-5). **Note:** This limitation would not extend to engine runups in preparation for flight or emergency maintenance in order to maintain flight schedules

Partially Approved. Designation of routine aircraft engine runup locations and aircraft orientation are within the discretion of the airport operator and may be instituted at any time. There is insufficient information however to indicate that there will be any noise benefit in limiting thrust levels and, in addition, such a limitation would be both impractical and unenforceable. Therefore, that element of this measure is Disapproved.

2.1.7 Future Consideration of Runway 35 Turbojet Departure Turn to 330 Degrees (page 5-6). after consideration of various prescribed flight tracks, the airport decided not to pursue a new departure turn for Runway 35 turbojets at this time. Instead, this measure would simply reconsider, after installation of the planned ILS to serve Runway 17, a left turn to 330 degrees at a potential MIDDLE marker electronic navigation aid.

No Action required at this time: This measure relates to flight procedures under Section 104(b) of ASNA for which the airport operator has **deferred** action until **after** the commissioning of a proposed ILS for Runway 17. The FAA will review this measure in the future upon a recommendation from the airport operator.

2.1.8 Right Turn for Runway 17 Turbojet Departures (pages 3-31 thru 3-37 and 5-5 thru 5-6). This flight procedure would direct turbojets to a minimum right turn heading between 220 degrees and 330 degrees.

Approved. This measure is essentially the same as a measure suggested by Londonderry and tested over the last two years. It concentrates flights over less densely populated neighborhoods and open space.

2.1.9 Air Carrier Noise Abatement Departure Procedure; (pages 3-20 and 5-6 thru 5-7). The airport would request that air carriers use the amended procedures of FAA Advisory Circular 91-53, Noise Abatement Departure Profile (NADP) (when available, since the A/C is currently being revised). The Close-in NADP would be recommended for air carriers departing from Runways 35 and 24 and the Distant MRDP would be recommended for Runways 17 and 6.

Approved. Thrust cutback at 800 feet above field elevation and prior to initiation of flaps or slats retraction (close-in NADP) would reduce aircraft noise levels in Manchester. Use of the Distant NADP would reduce noise levels in Londonderry.

2.1.10 National Business Aircraft Association (NBAA) Noise Abatement Departure Procedures (pages 3-20 and 5-15 thru 5-7). The airport would request that business jet operators use the NBAA "close-in" departure Procedure for operations from Runways 35 and 24 and the standard procedure from Runways 17 and G.

Approved. Use of NBAA noise abatement departure procedures would reduce aircraft noise levels primarily in Manchester.

2.2 Land Use Elements

2.2.1 Compatible Use Zoning (pages 4-11 thru 4-14 and 5-17 thru 5-19). Residentially zoned areas within the DNL 75 dBA contour south of Gaffs Falls Road (Manchester) would be rezoned for industrial use. Incompatible residential areas along Brown Avenue (Manchester) would be rezoned for commercial use. Residential pockets along High Range Road (Londonderry) and within DNL 70 dBA would be rezoned for commercial and industrial use. The Town of Merrimack would review its zoning and land use ordinances to determine the suitability of commercial and industrial uses in the Reeds Ferry area east of Daniel Webster Highway. No rezoning action would be taken in Manchester or Londonderry until all homes are acquired and a re-use plan developed.

Approved. These measures would gradually convert incompatible residential uses in residual areas where operational measures cannot reduce noise levels further.

2.2.2 Noise Overlay Zoning (pages 4-14 thru 4-15 and 5-19 thru 5-20). A noise overlay zone would be adopted in areas of Manchester (north of the airport and east of Brown Avenue within the DNL 65 dBA contour and other areas adjacent to the airport) and Londonderry (areas within the DNL 65 dBA contour). The noise overlay zone would include restrictions against new noise-sensitive uses such as schools, nursing homes, churches, and single-family residences

Approved. This measure would prevent future incompatible land use.

2.2.3 Subdivision Regulations (pages 4-17 thru 4-18 and 5-20). Communities in the study area would adopt provisions of New Hampshire Revised Statutes Annotated (Section **674:35 et seq**) allowing planning boards to include airport noise impacts in their review of various land uses allowed within each district. Manchester and Londonderry would require the use of site plan notes indicating the proximity of the airport and potentially annoying overflight noise.

Approved. This measure would integrate compatible land use planning into specific subdivision regulations.

2.2.4 Master Planning (pages 4-20 and 5-20). **Each** community in the study area would include the noise contours of the 1991 Noise Compatibility Program (NCP) and any other land use management recommendations specific to that community in its Master Plan.

Approved. Aircraft noise would be considered in community master planning.

2.2.5 Discretionary Project Review (pages 4-21 and 5-20). Communities in the study area would adopt guidelines to enable land use boards to include the impact of aircraft noise in their decision making related to residential subdivision review, non-residential **site** plan review, rezoning, and special use and variance requests.

Approved. This measure would integrate aircraft noise considerations **into** the decision making of local land use boards.

2.2.6 Fee Simple Purchase (pages 4-20 thru 4-21 and 5-20 thru 5-21). The Manchester Airport Authority would purchase incompatible residential land and structures in order to mitigate **aircraft** noise impacts and foster land use conversion to non-residential use. Purchase would only be on a **voluntary sale** basis. In Manchester, acquisition would apply to properties facing on Goffs Falls Road between Westwood Drive and the main Post Office facility. In Londonderry, voluntary acquisition would apply to properties located within the DNL 70 dBA contour of the 1991 NCP.

Approved. The use of the term "voluntary" is taken to mean that the airport **does not** intend to condemn property, as opposed to development of a voluntary acquisition program as described in 49 CFR Part 24, paragraph 101(a).

2.2.7 Soundproofing (pages 4-23 thru 4-24 and 5-21 thru 5-22). Manchester residences within the DNL 65 dBA contour would be soundproofed. This could ultimately include over 500 residential units. Approximately 30 additional homes just outside of the DNL 65 dBA contour would also be included. Approximately five Manchester schools within the DNL 65 dBA contour would also be soundproofed. In Londonderry, approximately 100 lorries within the DNL 65 dBA contour would be soundproofed.

Approved. Prior to FAA funding, a detailed soundproofing plan which includes structural and acoustic surveys of dwelling units and on-site noise monitoring will be required.

2.3 Administrative Elements

Various Implementation, Monitoring, and Review Measures are Proposed. These include establishment of a Noise Monitoring Committee, improvements to the telephone noise hotline and noise complaint reporting procedure, alerting the community of unusual noise events, and preparation of a noise mitigation newsletter (pages 5-24 thru 5-25).

Approved. These measures are important to the continuing success of the Noise Compatibility Program.