

RECORD OF APPROVAL
TOLEDO EXPRESS AIRPORT
NOISE COMPATIBILITY PROGRAM

INTRODUCTION

The Toledo Express Airport, Toledo, Ohio, 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*. Preparation of the Part 150 Study, updates the 1992 approved Noise Compatibility Program. The Toledo-Lucas County Port Authority submitted an NCP in 1991 consisting of nineteen (19) measures. All nineteen (19) measures were approved in full by the FAA on April 10, 1992. Noise Exposure Maps (NEMs), as a part of the 1992 NCP, were accepted by the FAA on November 8, 1991.

This document is an update to the original Noise Compatibility Program approved by the Federal Aviation Administration (FAA) in 1992. The NCP lists 27 measures, which continue or expand the intent of the approved 1992 NCP. The FAA groups these measures into three categories: noise abatement (5), land use (17), and program management (5). Of the twenty-seven (27) measures listed, nine (9) were not recommended by the sponsor and eight (8) have been completed so no further action is required. The Toledo-Lucas County Port Authority recommends ten (10) measures in its updated NCP to remedy existing noise problems and prevent future non-compatible land uses. Of the four (4) noise abatement measures one (1) is a revised measure and three (3) are new measures. Of the one (1) land use measure, it continues as in the 1992 NCP. Of the five (5) program management measures, all continue as in the 1992 NCP. The recommended program measures are summarized in Pages 24-25 of the Supplemental Part 150 Study to the Final 1999 Part 150 NCP.

The new recommended measures are identified below by program element and referenced to the NCP by page number. Each element summarizes as closely as possible the airport operator's recommendations as found in the NCP. 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 Toledo-Lucas County Port 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 the 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 – Noise Abatement Measures

NA-1. Establish Runway 25 as preferred for departure by all aircraft, 24 hours per day. (Page 24, Supplemental Part 150 to the Final 1999 Part 150 Noise Compatibility Plan)

Description: This is a new measure to establish an informal runway use program which specifies Runway 25 as preferred for departures at all times, and for arrivals between 7:00 a.m. and 10:00 p.m. This would apply to turbojets/fan aircraft weighing more than 75,000 pounds and high-performance military fighter aircraft: 7-knot tailwind, 20-knot crosswind and all other aircraft with runway length requirement less than 10,600 feet and a clear, dry, and unobstructed runway. This measure would maximize, to the extent practicable, the over flight of areas southwest of the airport and minimize the over flight of more densely populated areas northeast of the airport.

FAA Action: Approved as a voluntary measure.

NA-2. Establish Runway 7 as preferred for nighttime arrivals, 10:00 p.m. to 6:59 a.m. (Page 24, Supplemental Part 150 to the Final 1999 Part 150 Noise Compatibility Plan)

Description: This is a revised measure from the 1992 ROA to establish an informal runway use program condition, which specifies Runway 7 as preferred for arrivals between 10:00 p.m. to 7:00 a.m. This would apply to turbojets/fan aircraft weighing more than 75,000 pounds with 7-knot tailwind, 20-knot crosswind and all other aircraft with runway length requirements less than 10,600 feet and a clear, dry, and unobstructed runway. This measure would maximize, to the extent practicable, the over flight of areas southwest of the airport and minimize the over flight of more densely populated areas northeast of the airport.

FAA Action: Approved as a voluntary measure.

NA-4. Straight-in approaches to Runway 7/25. (Page 25, Supplemental Part 150 Study to the Final 1999 Part 150 Noise Compatibility Plan)

Description: This is a new measure that would apply to turbojets/fan aircraft weighing more than 75,000 pounds, establish nighttime (10:00 p.m. to 6:59 a.m.) arrivals to Runway 7 or 25 on final approach course beyond the outer marker.

FAA Action: Approved as a voluntary measure.

NA-5. Runway heading departures from Runway 7/25. (Page 25, Supplemental Part 150 Study to the Final 1999 Part 150 Noise Compatibility Plan)

Description: This is a new measure to establish GPS or other instrumented departure procedures from Runway 7 and 25 for single-ship military fighter and late-night cargo aircraft to fly runway heading until 6 nautical miles from brake release.

FAA Action: Approved as a voluntary measure.

2 – Land Use Planning Measures

LU-13. Install sound insulation improvements at Swanton Township Elementary School. (Page 7-31, Part 150 Study Update, Final October 1998).

Description: This is a continuation of land use measure approved in the 1992 NCP. The Port Authority plans to install sound attenuation improvements to the Swanton Township Elementary School which is impacted by the 70-75 DNL contour. The School is located on the south side of Airport Highway, east of Wilkins Road. Before proceeding with the project, the current sound attenuation characteristics and the potential for successful sound insulation must be determined. The outdoor-to-indoor sound attenuation objective for the structure should be 25 dB.

FAA Action: APPROVED.

3 – Program Management Measures

PM-1. Establish noise program office. (Page 7-38, Part 150 Study Update, Final October 1998).

Description: This is a continuation of a program management measure approved in the 1992 NCP. The Port Authority plans to establish an airport noise abatement office consisting of one administrator and one clerk-secretary. The office would coordinate the noise compatibility plan, aggressively pursue grant funds, ensure the efficient distribution of those funds, monitor compliance with the NCP, and identify new or unanticipated problems and changing conditions.

FAA Action: APPROVED.

PM-2. Establish Noise Complaint System. (Page 7-39, Part 150 Study Update, Final October 1998).

Description: This is a continuation of a program management measure approved in the 1992 NCP. The Port Authority plans to establish a noise complaint system that will log complaints and respond in an orderly manner. This will involve setting up a special noise complaint telephone lines, use of a standard complaint form, and establishment of clear procedures for recording information, investigating complaints and responding to people filing complaints. The Port Authority will provide a 24-hour recording system for the noise complaint line or have staff available 24 hours a day.

FAA Action: APPROVED.

PM-3. Coordinate and Communicate with Key Agencies. (Page 7-39 & 7-40, Part 150 Study Update, Final October 1998).

Description: This is a continuation of a program management measure approved in the 1992 NCP. The Port Authority plans to have the noise abatement officer to coordinate and maintain communications with the local governments and local planning officials to follow their progress in implementing the land use management plan. The noise abatement officer will take steps to monitor compliance with the noise abatement plan. This includes coordinating with the FAA ATCT and BAX Global. The noise abatement officer will also consider outreach efforts into the community to share information about airport operations and the progress in implementing the noise compatibility plan. The officer will communicate with the local real estate industry, through the board of realtors and other trade organizations, to inform them of the noise situation, what the Port Authority is doing about it, and the responsibilities of the real estate salesperson.

FAA Action: APPROVED.

PM-4. Monitor Aircraft Activity and Evaluate the Plan. (Page 7-40 & 7-41, Part 150 Study Update, Final October 1998).

Description: This is a continuation of a program management measure approved in the 1992 NCP. The Port Authority plans to monitor aircraft activity related to BAX Global. Information of concern will include runway use patterns, actual flight tracks, and the operational fleet mix, especially, for the cargo aircraft. The NCP will be evaluated at regular intervals to determine whether it is being implemented and whether, new, unanticipated problems are emerging.

FAA Action: APPROVED.

PM-5. Update the Plan on a regular basis, as needed. (Page 7-41, Part 150 Study Update, Final October 1998).

Description: This is a continuation of a program management measure approved in the 1992 NCP. The Port Authority plans to establish a process to periodically review and evaluate the NCP to make refinements and revisions as needed to respond to changing conditions in the local area and in the aviation industry. A complete study update can be expected during the 10-year planning period.

FAA Action: APPROVED.