



Federal Aviation Administration

Memorandum

Date: June 19, 2008

From: Richard Doucette, Environmental Protection Specialist

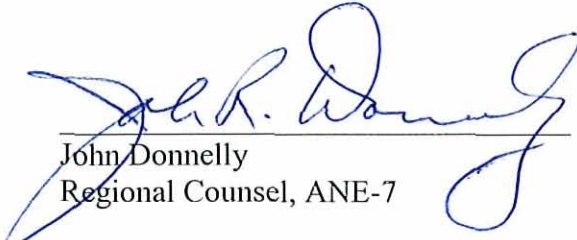
To: LaVerne Reid, Airports Division Manager
John Donnelly, Regional Counsel's Office

Subject: Burlington International Airport, Part 150 Record of Approval

Attached is the Draft Record of Approval for the Noise Compatibility Program developed by Burlington International Airport. Only one new measure was under consideration. The prior Part 150 Noise Compatibility Program recommended acquisition of residences within the 70DNL contour. This new measure allows for land acquisition within the 65DNL contour.

No written comments were received during the FAA comment period.

In conformance with Regional and National procedures, AEE-1 has reviewed the draft Record of Approval and has no national policy concerns; and APP-400 has concurred with the draft Record of Approval. As soon as your concurrence is obtained, the Federal Register Notice on FAA's approval of the Noise Compatibility Program can be submitted.



John Donnelly
Regional Counsel, ANE-7

6/23/08
Date

✓ _____
Concur Nonconcur



LaVerne F. Reid
Airports Division Manager

6/23/08
Date

✓ _____
Approved Disapproved

RECORD OF APPROVAL

Burlington International Airport, South Burlington VT

FAR Part 150 Noise Compatibility Program

INTRODUCTION

The Burlington International Airport sponsored an Airport Noise Compatibility Planning Study under a Federal Aviation Administration (FAA) grant, in compliance with Federal Aviation Regulation, Part 150. Burlington produced a report entitled "Burlington International Airport, 14 CFR Part 150 Update, Noise Compatibility Program Update". The Noise Compatibility Program (NCP) was submitted to FAA for review and approval on April 23, 2008. The Noise Exposure Maps were determined to be in compliance in November 2006. That determination was announced in the Federal Register on November 17, 2006.

The study focused on one administrative measure to improve compatibility between airport operations and community land use. This one measure under consideration is the acquisition of homes within the 65dB DNL contour. Burlington International Airport's most recent Noise Compatibility Program (approved September 21, 1990) recommended land acquisition within the 70dB DNL noise contour. This change will allow more incompatible land use to be converted to compatible land use, through voluntary land acquisition.

The approvals listed herein include approvals of actions that the airport recommends be taken. 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. Approval does not constitute a commitment by the FAA to financially assist in the implementation of the program nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. Eligibility for federal funding of measures that are determined in this Record of Approval to meet the approval criteria of 150.33 will be determined at the time the FAA receives an application for funding, using the criteria in the most current version of FAA Order 5100.38, Airport Improvement Program Handbook.

The program measures below summarize as closely as possible the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program with page numbers that follow the title of each measure. The statements contained within the summarized program measures and before the indicated FAA approval, disapproval, or other determination, do not represent the opinions or decisions of the FAA.

EXISTING NOISE COMPATIBILITY PROGRAM

The prior NCP, developed in the original (1987-1990) Part 150 study, includes a mix of operational, implementation, and land use elements. While this update addresses only a revision to a single NCP measure, this NCP and Record of Approval provide a summary of the entire program to provide context. All measures recommended for implementation in 1989 were approved in 1990 and remain in effect, with the one revision resulting from this Program Update.

Airport Operations Measures

1. Extension of Taxiway G (pg 13)

Taxiway G would be extended from the existing intersection with Taxiway A to Taxiway C, remaining parallel with Runway 15/33 in order to reduce noise levels for residents along Airport Drive.

Status: Not yet implemented. The FAA has approved the extended Taxiway G at the planning level and it is shown on the updated 2006 Airport Layout Plan; the City has scheduled it for completion sometime after the 2011 planning horizon of the accepted NEM.

2. Terminal Power Installation and APU/GPU Restrictions (pg 13)

Installation of terminal power hookups for aircraft would reduce the need for aircraft to use internal auxiliary power units (APU) or ground power units (GPU). Following the installation, a rule prohibiting the use of APUs or GPUs between 10:00 p.m. and 7:00 a.m., would be put in place.

Status: Not fully implemented. The Airport terminal has "aircraft ground power" (referred to as "terminal power hooks" in the ROA and the 1989 NCP document) capability at nine gate locations that have passenger boarding bridges. Eight of the passenger gates - 3, 4, 5, 6, 11, 12, 14, and 15 are airport owned and available to any aircraft that uses these gates. Gate 8 has ground power that is owned and operated by United Airlines.

3. Nighttime Bi-direction Runway Use (pg 13)

To minimize late-night operations over the City of Winooski, the air traffic control tower would use Runways 15 for departure and Runway 33 for arrivals, traffic conditions permitting.

Status: Not implemented. The BTV ATCT is closed from 10:00 PM until 5:00 AM, which makes implementation of this measure infeasible during these hours. The ATCT has not implemented the procedure during the remaining "nighttime" hours, from 5:00 to 7:00 AM.

4. Noise Abatement Flight Paths for Runway 15 and 33 Departures, and 15 Arrivals (pg 14)

New procedures would have civil aircraft fly over less populated areas. Runway 33 departures would turn to a heading of 310 degrees. Runway 15 departures would turn to a heading of 180 degrees.

Status: Not fully implemented. Current procedures involve assignments that result in: (1) most west-bound Runway 15 departures making initial turns to a heading of 190, (2) most west-bound Runway 33 departures maintaining runway heading until past the City of Winooski, and (3) most east-bound Runway 33 departures initiating right hand turns over Winooski.

5. Voluntary Limits of Military C-5A Training (pg 14)

An informal agreement with the military limits C-5A operations to only necessary takeoffs and landings.

Status: Implemented. This informal agreement continues in place. BTV Operations strongly discourages C-5 training at the airport, because the runways are only 150 feet wide and wake turbulence from C-5 operations tear up the runway-edge lighting.

6. Voluntary Minimization of F-16 Multiple Aircraft Flights (pg 14)

Military personnel will schedule as many single-aircraft, as opposed to multiple-aircraft, flights as possible.

Status: Not fully implemented. Based on observations during data collection for this study, F-16s in multiple aircraft flights typically operated with some distance between individual aircraft, so that the aircraft do not produce their maximum noise levels at the same locations at the same time; while aircraft are operating close in time, they are not simultaneous in most cases.

7. Voluntary Army Guard Helicopter Training Controls (pg14)

The National Guard helicopter training operations will be conducted away from the airport when conditions permit. In terms of long range planning, the Guard should consider consolidating operations at Camp Johnson.

Status: Not implemented. The National Guard has continued training operations at BTV.

Monitoring and Review Elements

8. Ongoing Monitoring and Review of Noise Exposure Map (NEM) and Noise Compatibility Program (NCP) Status (pg 14)

This measure provides for revision of the NEM and NCP, citing three examples: changes in airport layout, unanticipated changes in the level of airport activity, and non-compliance with the NCP. This measure also included the recommendation of the Technical Advisory Committee as a Noise Abatement Committee and purchase of a permanent noise monitoring system.

Status: Not implemented. The City of Burlington updated its NEM in 1997 and 2006. This documentation represents the first NCP update.

9. Flight Track Monitoring (pg 15)

Utilize an outside firm to perform flight track analysis of radar data on a temporal sampling basis.

Status: Not implemented. Flight tracks for the 2006 NEM were developed from information provided by the Air National Guard, the 1997 NEM update, and interviews with FAA ATCT staff.

Land Use Measures

The City will use the 2006 and 2011 NEM contours to the extent that the following land use measures require definition of eligibility and implementation areas. The City will continuously monitor conditions affecting NEM validity, to determine when and if the contours require revision to reflect changes in the adequacy of the NEM contours.

10. Land Acquisition and Relocation (pg 15)

Incompatible land use includes mobile homes within the 65 dB DNL contour and residences within the 70 dB DNL contour. A purchase and relocation program would be voluntary and comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

Status: Implemented. There are no mobile homes within the 65 dB DNL contour. The City has purchased some, and is in the process of purchasing additional, permanent residences in the 70 dB DNL contour. The City proposes to change this element to include residences in the 65 dB DNL contour, as described at the end of this document.

11. Sound Insulation (pg 15)

Qualified compatible residential and noise sensitive land uses within the 65 and 70 dB DNL contours, and qualified compatible non-residential land uses in the 75 dB DNL contour, would be included in a sound insulation program.

Status: Not implemented. As discussed in Section 3.3.1 of the NCP document, the City has chosen to apply available funding to land acquisition.

12. Easement Acquisition Related to Soundproofing (pg15)

The City would attempt to negotiate avigation easements within the 65 dB DNL contour, in return for sound attenuation assistance.

Status: Not implemented. The City has chosen to apply available funding to land acquisition within the 70 dB DNL contour interval prior to providing treatment to homes in the 65-70 dB DNL contour interval.

13. Airport Zoning Overlay District (pg15)

Land use measures that would restrict uses which are highly sensitive to noise and could also feature construction standards for sound insulation.

Status: Not implemented. Although a formal Airport Zoning Overlay District has not been adopted, the City of South Burlington has actively worked to consider airport noise when addressing land-use decisions around the airport.

14. Easement Acquisition for New Development (pg 16)

Easements above would be obtained for new development within the 65, 70 and 75 dB DNL contours.

Status: Not implemented.

15. Real Estate Disclosure (pg 16)

A real estate disclosure policy would be developed for land uses within the 65 dB DNL contour, and implemented through revisions to zoning ordinances.

Status: Not implemented. The Airport has not actively encouraged the use of Real Estate Disclosures for properties within the 65 dB DNL contour but will be working with the City of South Burlington and the City of Winooski in that regard.

RECOMMENDED NOISE COMPATIBILITY PROGRAM REVISION

This NCP update proposes modification of one existing NCP element, as described below.

Land Acquisition and Relocation (pg 17)

The City of Burlington proposes to modify the existing Land Acquisition and Relocation Program (Land Use measure #10) to expand eligibility to the 65 dB DNL contour. This program is voluntary. Eligible property owners will be paid fair market value for their property at its highest and best rate, and provided relocation assistance in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (the "Uniform Act") and implementing Department of Transportation (DOT) regulations. The City, in coordination with the applicable jurisdiction, will conduct studies to define program boundaries and to identify options for compatible reuse of the acquired properties.

The City, and the jurisdiction within which the program is implemented, will develop a land use plan for the area surrounding the airport that is impacted by noise. This effort will follow the guidance contained in the FAA document "Management of Acquired Noise Land: Inventory Reuse Disposal" dated January 30, 2008, or later superseding documents.

FAA Action: Approved.