

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL

FAR PART 150 NOISE COMPATIBILITY PROGRAM UPDATE

MONTGOMERY REGIONAL AIRPORT (DANNELLY FIELD)

MONTGOMERY, ALABAMA

Assistant Administrator for Aviation Policy,
Planning, and Environment, AEP-1

Date

CONCUR

NONCONCUR

Chief Counsel, AGC-1

Date

CONCUR

NONCONCUR

Associate Administrator for Airports, ARP-1

Date

APPROVED

DISAPPROVED

Record of Approval
Montgomery Regional Airport
Noise Compatibility Program

The Montgomery Regional Airport (MGM), Montgomery, Alabama, Noise Compatibility Program (NCP) describes the current and future non-compatible land uses based upon the parameters established in Federal Aviation Regulation (FAR) Part 150, Airport Noise Compatibility Planning. Preparation of the Part 150 study is an update to and replaces the NCP approved by the FAA on June of 1994. The program recommends a total of six measures to prevent the introduction of additional non-compatible land uses and to reduce the effect of the noise generated at the airport. The recommendations include three noise abatement measures and three land use measures. Two measures are, in whole or in part, continuations of existing policies previously approved under Part 150. The recommended program measures are summarized on Pages 4-27 through 4-34 and Figures 4-9 of the NCP.

The 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 Montgomery Airport Authority (MAA) 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 - Noise Abatement Element

1. Continue the Use of Preferential Runway Use Program (Pg. 4-10, 4-28, Figure 4-4)

Description: This measure recommends continued use of Runway 28 for departures. The use of a preferential runway flow reduces the noise impacts on subdivisions to the east of the airport and to the Martin Luther King, Jr. Elementary School north of the airport. This measure depends upon weather conditions and the preference of aircraft operators, who may request to use Runway 10 instead.

FAA Action: **Approved as voluntary**, in accordance with FAA Order 8400.9, National Safety and Operational Criteria for Runway Use Programs. This is a continuation of a previously approved measure.

2. Extend Runway 3/21 to a length of 7200 feet. (PG. 4-12, 4-29, FIGURES 4-5, 4-6)

Description: This measure recommends the extension of Runway 3/21 from 4,000 feet to 7,200 feet. This extension would allow more aircraft to use this runway and reduce noise levels around Runway 10/28.

FAA Action: Disapproved for purposes of Part 150. The NCP at page 3-27 states this is an airport development proposal from the 2002 master plan. It is not proposed for noise mitigation, and the extension would make no difference in the DNL 65 dB noise contour (pages 4-12 and 4-29). A disapproval for purposes of Part 150 does not prohibit the airport sponsor from pursuing this runway extension for other reasons not related to noise mitigation.

3. Construct Noise Berms for Runway 3/21. (PG. 4-15, 4-30, FIGURE 4-7)

Description: This measure recommends the construction of a noise berm near the approach end of Runway 3. This would shield residential areas from noise produced from aircraft on the ground. This alternative will only be considered if the runway is extended to 7,200 feet.

FAA Action: Disapproved for purposes of Part 150. The NEM and NCP show no incompatible land uses near this runway end within the DNL 65 dB. This appears to be related to the airport development proposal in the master plan to extend runway 3/21. There is no supplemental analysis to support this as a noise mitigation measure that would meet the purposes of Part 150. It may be appropriate to consider its applicability as a mitigation measure in the environmental assessment for the runway extension.

2 - Land Use Elements

1. Establish an Airport Overlay District. (Pg. 4-17-18, 4-31-32)

Description: This measure recommends the establishment of an Airport Overlay District that will impose land use controls and supplement the existing zoning ordinance. It will focus on noise and land use planning in a defined area around the airport. This measure increases government agency and public awareness, helps in coordinating programs and planning and defines an area for further corrective land use actions.

FAA Action: Approved. This measure is within the authority of the local land use jurisdiction(s). The Federal Government has no authority to control local land use.

2. Continuation of program to acquire residences within the 65 DNL noise contours and above. (Pg. 4-23-24, 4-33)

Description: This measure recommends continuation of purchasing all residences within the 65 DNL contours. This measure will protect the airport from future non-compatible development in the Airport area.

FAA Action: **Approved for conventional dwellings; approved for relocation assistance for mobile homes if the mobile homeowner also owns the land or if the leased land is acquired or restricted to prevent continued residential use.** For mobile homes, the land occupied by them would need to be acquired under this measure or restricted to prevent continued residential use. The land to be acquired and any resulting acquisition or relocation of the mobile homes must be conducted in accordance with the provisions of 49 CFR Part 24, implementing the Uniform Relocation Assistance and Real Properties Acquisition Policies Act. This is a continuation of a previously approved measure. The FAA's policy published in the Federal Register April 3, 1998 (Volume 63, Number 64), states that the FAA will not approve Federal funding to mitigate noise-sensitive land uses constructed after October 1, 1998. Beginning October 1, 1998, the FAA will approve under part 150 only remedial noise mitigation measures for existing noncompatible development and only preventive noise mitigation measures in areas of potential new noncompatible development. As of the same date, the ability to use AIP grants to carry out such measures will be affected to the extent that such remedial measures may not be approved under part 150.

3- Program Management

1. Update the Noise Compatibility Program. (PG. 4-25, 4-34, Figure 4-8)

Description: This measure recommends that the MAA update the Noise Compatibility Program every 3-5 years or when the noise exposure maps or the Airport Master Plan is updated. In addition, should the airport environs change, the NEMs and NCP would be reevaluated.

FAA Action: **Approved.**