

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
RECORD OF APPROVAL  
14 CFR PART 150  
NOISE COMPATIBILITY PROGRAM

---



MARANA REGIONAL AIRPORT  
MARANA, ARIZONA

*Naomi Landa*  
Regional Counsel, AWP-7

11/19/08  
Date

✓  
CONCUR

NONCONCUR

*FUR* *[Signature]*  
Manager, Airports Division, AWP-600

11/26/08  
Date

✓  
APPROVED

DISAPPROVED

**Record of Approval  
Marana Regional Airport  
Noise Compatibility Program**

## **INTRODUCTION**

The Marana Regional Airport Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based on the parameters as established in Title 14, Code of Federal Regulations (CFR), Part 150, *Airport Noise Compatibility Planning*. The noise compatibility program includes one recommended noise abatement element, five land use planning elements, and two program management elements. These measures are summarized in Table 7D and described in detail in Chapter 6 and 7 of the NCP.

The approvals listed herein include approval of actions that the airport 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 14 CFR Part 150. The approvals do not constitute decisions to implement the proposed actions or a commitment by the FAA to provide federal financial assistance for these actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations 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.

## **NOISE ABATEMENT ELEMENT**

### **1. Develop a Pilot and Public Education Program.**

**Description:** This measure recommends the Town of Marana develop pilot and public education programs for the Marana Regional Airport. These programs represent a cooperative approach that would include monthly pilot meetings, distribution of brochures describing voluntary noise abatement procedures, signs in pilot lounges, airport open houses, real estate agent seminars and homeowners meetings. This measure includes a recommendation for the Town to consider developing a brochure for pilots to identify noise sensitive land uses near the airport. (NCP Pages 5-19, 7-2, 7-3, Exhibit 5E and Table 7D).

**FAA Action:** Approved. Inserts or other information must not be construed as mandatory air traffic procedures. Prior to release, language in the brochure shall be reviewed for wording and content by the appropriate FAA office. The content of the brochure is subject to specific approval by appropriate FAA officials outside of the FAR Part 150 process and is not approved in advance by this determination.

## **LAND USE PLANNING ELEMENTS**

### **1. Revise the Town of Marana's General Plan to establish a land use compatibility threshold for noise-sensitive land uses.**

**Description:** This measure recommends the Town of Marana include in its General Plan, language that establishes a compatibility threshold for noise sensitive land uses. This would support the implementation of an overlay zone. This measure recommends the Town of Marana

encourage Pima County to adopt similar policies for the area within the Airport Influence Area (AIA) for the airport. Exhibit 7B in the NCP document depicts the Airport Noise Overlay Zone, as the Airport Influence Area for the airport. This area is generally rectangular in shape, about 6 ½ miles wide by 6 miles tall. The AIA bordered on the north by West Barnett Road, the west by North Lockett Road, the south by West Emigh Road, and the east by I-10 to Tangerine Road continuing south along the alignment of Airline Road. (NCP Pages 6-3, 7-3, Exhibit 6B, Table 7D, and November 5, 2008 Letter from Airport Manager to FAA).

**FAA Action:** Approved. Implementation of this measure is considered to be within the authority of the Town of Marana.

**2. The Town of Marana should consider adopting an airport compatibility checklist for discretionary review of projects within the Airport Influence Area (AIA). The Town of Marana should encourage Pima County to adopt a similar checklist for projects within the AIA that fall under the county's jurisdiction.**

**Description:** This measure recommends the development of a checklist for discretionary project review that relates to airport land use compatibility and can be useful for governing bodies to make recommendations and decisions regarding development near the airport. This measure also asks Pima County to incorporate the same compatibility checklist into their development review process. (NCP Pages 6-3, 6-4, 7-3, 7-4, Exhibit 7A and Table 7D).

**FAA Action:** Approved. Implementation of this measure is considered to be within the authority of the Town of Marana and Pima County.

**3. Consider maintaining the rural residential and agricultural zoning classifications between the 55 DNL and AIA.**

**Description:** This measure recommends that the Town of Marana should maintain those areas zoned for compatible development, identified on Exhibit 7A in the NCP, between the long range 55 DNL contour and the AIA. This measure would promote lower density residential development near the airport. This measure also encourages Pima County to adopt similar policies for areas within the AIA controlled by the County. (NCP Pages 6-5, 7-4, 7-5, Exhibits 7A, 7D, Table 7D).

**FAA Action:** Approved. Implementation of this measure is considered to be within the authority of the Town of Marana and Pima County.

**4. The Town of Marana should adopt an overlay zone to regulate the development of noise sensitive land uses within the AIA.**

**Description:** This measure recommends the adoption of an overlay zone divided into three distinct areas by the Town of Marana to regulate the development of noise sensitive land uses within the AIA. The most restrictive zone, Zone 1 would be based on the long-range 55 DNL contour that would prohibit noise-sensitive development in this zone. Zone 2 is located outside of Zone 1 and would also prohibit certain noise sensitive land uses such as schools, and places of worship. Residential land uses would be allowed in this zone if a noise and aviation easement was provided to the Town. The last zone, Zone 3 is based on long range traffic patterns for the airport and requires fair disclosure notices and an aviation easement in this area. (NCP Pages 6-6 through 6-9, 7-5, 7-6, Exhibit 6C, and Tables 6A, 6B and 7D).

**FAA Action:** Approved. The adoption of zoning is a specific local land use control that can prohibit the introduction of new non-compatible land uses. Implementation of this measure is considered to be within the authority of the Town of Marana and Pima County.

**5. The Town of Marana should consider revising the existing subdivision regulations to require a noise and aviation easement as a condition of subdivision approval for those areas within the AIA.**

**Description:** This measure recommends that the Town of Marana should consider revising the existing subdivision regulations to require the dedication of a noise and aviation easement as a condition of subdivision approval for those areas located within the AIA. (NCP Pages 6-11, 6-12, 7-7, Table 7D, and Appendix D).

**FAA Action:** **Disapproved for Purposes of Part 150.** The vast majority of the 2005 65 dB DNL contour does not extend beyond the boundaries of the airport. The airport sponsor has not adopted land use guidelines more stringent than those presented in Table 1 of Part 150. Therefore, any proposals to amend existing regulations affecting property outside the contour are beyond the scope of Part 150. However, the Federal government has no authority to control local land use; *the local government has the authority to implement this measure.* Aviation easements are commonly provided to an airport sponsor in exchange for residential sound insulation. FAA notes, the sponsor's NCP does not include any residential sound insulation as a remedial measure.

## **PROGRAM MANAGEMENT ELEMENTS**

### **1. Update Noise Exposure Maps and Noise Compatibility Program.**

**Description:** This measure recommends that airport management should review the NCP and consider revisions and refinements, as necessary. A complete plan updated will be needed periodically to respond to changing conditions in the local area and in the aviation industry. This can be anticipated every 7 to 10 years. This measure also includes updating the Noise Exposure Maps, if there is a substantial change in airport operations. (NCP Pages 7-7, 7-8, and Table 7D).

**FAA Action:** Approved. This measure is consistent with 14 CFR 150.21 and 14 CFR 150.23.

### **2. Monitor Implementation of the Part 150 Noise Compatibility Program.**

**Description:** This measure recommends that the Town of Marana monitor compliance with the Noise Abatement Element of the Noise Compatibility Program. This involves periodically checking with airport users regarding compliance with the procedures. (NCP Page 7-8, and Table 7D).

**FAA Action:** Approved. This approval does not constitute approval of any enforcement actions on the part of the Town or Pima County to ensure compliance with flight procedures by the Airport Sponsor.

**END OF RECORD OF APPROVAL**