



# Federal Aviation Administration

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## Memorandum

Date: February 7, 2012

From: Manager, Detroit Airports District Office *J. W. [Signature]*

To: Airports Division Manager, AGL-600

Attn: AGL-610 *8*

Thru: AGL-611.2 *elig 02/08/2012*

Prepared by: Katherine S. Delaney, Community Planner, Detroit Airports District Office

Subject: W.K. Kellogg Airport, Battle Creek, Michigan; Noise Compatibility Program (NCP) Recommendation

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On November 1, 2011, the FAA determined that the Noise Exposure Maps (NEMs) for the W.K. Kellogg Airport, Battle Creek, Michigan (BTL) were in compliance with the requirements of Section 103(a) Aviation Safety and Noise Abatement Act of 1979 and Title 14 Code of Federal Regulations, Part 150. The NCP review began on November 1, 2011. The public comment period ended on December 30, 2011. The FAA received no comments. The formal review must be completed on or before April 28, 2012.

Consultation with, and participation by airport users, Federal agencies, including the FAA, local regional and state planning agencies, local interest groups and individuals, helped in the development of a comprehensive program, taking into consideration all concerned interests. Numerous public information meetings were conducted, during the preparation of the maps and the program. These meetings are documented in Appendix 3, 4, & 5 of the FAR Part 150 Noise Compatibility Study. These activities were supported by a consultant with experience in the areas of airport noise control planning and public participation.

The Detroit Airports District Office has reviewed and evaluated the proposed NCP and concluded it is consistent with the intent of the Act and meets the standards set forth in 14 CFR Part 150. This coordination included the Offices of the Regional Counsel; Air Traffic Organization; Airport Planning and Programming Branch; Flight Procedures Team; Flight Standards, and ATO-Technical Operations. Comments have been incorporated into the final evaluation and proposed Record of Approval.

We are pleased to forward this NCP for the W.K. Kellogg Airport for your consideration. We request the appropriate approval of the submitted materials.


FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL

14 CFR PART 150 NOISE COMPATIBILITY PROGRAM

W.K. KELLOGG AIRPORT

BATTLE CREEK, MICHIGAN

  
\_\_\_\_\_  
Detroit Airports District Office  
Manager

2-7-12  
Date

Concur

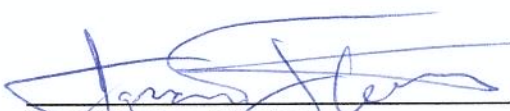
Nonconcur

  
\_\_\_\_\_  
Great Lakes Region  
Office of Regional Counsel  
Environmental Attorney

2/10/12  
Date

Concur

Nonconcur

  
\_\_\_\_\_  
for Great Lakes Region  
Airports Division Manager

2/16/12  
Date

Approve

Disapprove



**RECORD OF APPROVAL  
W.K. KELLOGG AIRPORT  
NOISE COMPATIBILITY PROGRAM**

**INTRODUCTION**

The W.K. Kellogg Airport (BTL or Airport), Battle Creek, Michigan, Part 150 Noise Compatibility Program Update, dated December 2010, describes the current and future non-compatible land uses based upon the parameters established in 14 CFR Part 150 (Part 150), *Airport Noise Compatibility Planning*. This is a first time preparation of a Part 150 Noise Compatibility Program Update for BTL. BTL is proposing seven measures for review and approval by the FAA.

The City of Battle Creek submitted this Part 150 Noise Compatibility Program Update in December 2010. The FAA accepted the Noise Exposure Maps (NEM) on November 1, 2011.

This is the first Record of Approval (ROA) for the BTL NCP. This 2010 NCP lists seven (7) new measures.

- The FAA groups these measures into three categories: noise abatement, land use, and program management.
- The Sponsor recommends a total of seven (7) measures in its NCP to remedy existing noise problems and prevent future non-compatible land uses.
- The recommended program measures are summarized in Chapter I

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 Sponsor's recommendations as found in the Part 150 Noise Compatibility Program Update. 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 City of Battle Creek recommends be taken by the 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.

**Recommendation 1:** Voluntary Acquisition of Residential Units within the 65 DNL  
(Page 1.8 – 1.9, Figure I4)

This is a new measure and will provide a reduction of noise-sensitive land uses with the airport environs. The Airport would voluntarily acquire homes within the 65 DNL noise contour.

**FAA Action: APPROVED** as voluntary. Voluntary acquisition must comply with the Uniform Relocation and Real Property Acquisition Policies Act in order to be eligible for Federal funding. Acquisitions are limited to existing non-compatible land uses located in the 65 DNL noise contour of the accepted NEMs. Acquisition must be consistent with FAA's 1998 remedial mitigation policy (63 FR 16409). The specific identification of structures recommended for inclusion in the program and specific definition of the scope of the program will be required prior to approval for Federal funding. Redevelopment plans must be in accordance with FAA grant assurances.

**Recommendation 2:** Sound Attenuate Eligible Existing Homes with in the 65 DNL  
(Page I.11 – 1.12)

This is a new measure and is an alternative to Recommendation 1. The Airport would voluntarily sound attenuate the eligible single-family houses within the 65 DNL Noise contour to achieve a 25 dB reduction. This recommendation would also include a noise easement from the homeowner.

**FAA Action: APPROVED as voluntary.**

**Recommendation 3:** Construct a Ground Run-up Enclosure  
(Page I.13)

This is a new measure. Currently, aircraft ground run-ups are performed on the Taxiway C holdpad at the south end of the taxiway, on the north/south of Duncan Aviation ramp, and on the compass rose pad located north of the Taxiway A/E intersection. A ground run-up enclosure would allow aircraft to perform ground run-up activities in one location and would provide a reduction of sound exposure level contours and for homes in the 65 DNL.

**FAA Action: APPROVED.** The ground run-up enclosure must remain outside of airport design surfaces, 14 CFR Part 77 surfaces, and not create an unsafe runway environment.

**Recommendation 4:** Recommend Jurisdictions Implement Land Use Controls  
(Page I.14 – I.17, Figure I17)



This is a new measure. The Airport would work with the local jurisdictions to amend existing land use controls to include information about the Airport, compatible land use, and appropriate zoning.

The measure includes six elements. These elements are:

- To adopt an Airport Influence Area (AIA) to complement the Michigan Department of Transportation (MDOT) recommended guidelines around airports (including Airport Approach Plan requirements);
- Work with MDOT to prepare a modified Airport Approach Plan that would include the AIA and would be integrated into local community master plans after adoption by the Michigan Aeronautics Commission to prevent further zoning inconsistencies; Require notice to potential purchasers of residential property in the AIA;
- Require granting aviation easements for all development within the AIA;
- Work with surrounding communities to adopt an Airport Zoning Ordinance under Section 14 of the Airport Zoning Act whose purpose is, as stated in the Act, “to establish airport zoning regulations for the purpose of promoting the health, safety, and general welfare of the inhabitants of the 10 mile area surrounding the airport...” through land use controls;
- Prohibit new noise-sensitive uses (schools, residential units, religious facilities, health care facilities, day care facilities or libraries) within the 60 DNL (or other boundary as defined during the planning process) unless they are sound attenuated (25 dB reduction) with aviation easements; and
- Prohibit new residential structures, schools, places of public assembly, and any compatible land use which may produce smoke, glare, or electrical transmissions that would interfere with aircraft operations within a set area.

**FAA Action: APPROVED.** The Federal government does not have the local land use control authority. This approval is limited to potential non-compatible land uses within the 65 DNL and higher noise contours. The local jurisdictions have the authority to pursue proposed land use controls for areas below the 65 DNL noise contours.

**Recommendation 5:** Development/Implementation of a Fly Quiet Program  
(Page I.18 – I.19)

This is a new measure. A voluntary Fly Quiet Program would create recommended noise procedures; evaluate success of operators in following recommended procedures; monitor late night departure procedures; quantify runway use; and establish goals. This program may reduce single event noise

levels and encourage greater compliance with preferential flight corridors and procedures. An informational brochure would be created and placed at the Fixed Base Operator (FBO) offices, transient pilot lounges and administrative offices.

**FAA Action: APPROVED.** For purposes of safety, this approval does not extend to the use of voluntary noise abatement procedures for enforcement purposes or require mandatory use of any voluntary measures.

**Recommendation 6:** Continue the Study Input Committee  
(Page I.20 – I.21)

This is a new measure. The Airport and Study Input Committee have spent a considerable amount of time and effort in the development of the Part 150 Study, especially in the “learning curve” effort that is a valuable communication tool within the community. This includes community planning representatives that work to keep the Airport, citizens, communities and others informed on land use issues that concern the Airport and Air Traffic Control Tower personnel.

The Airport Sponsor will chair the committee, present noise complaint data, and other pertinent noise related information. The Committee will also help develop and modify the Fly Quiet Program, as needed.

**FAA Action: APPROVED.**

**Recommendation 7:** Review and Update the Part 150 Study as needed  
(Page I.22 – I.23)

This is a new measure. The Airport Sponsor would conduct a yearly review of the aircraft types and numbers, along with the actual number of operations occurring at the Airport. The Airport would determine if the numbers are consistent with the projections contained in the Part 150 Study. At the end of the five-year timeframe, all the forecasts and aircraft fleet mix operations will be re-evaluated by the Airport to determine the extent to which they have changed from those projected in the Part 150 Study.

**FAA Action: APPROVED.**