

FEDERAL AVIATION ADMINISTRATION

RECORD OF APPROVAL

FAR PART 150 NOISE COMPATIBILITY PROGRAM

CAPITAL CITY AIRPORT

LANSING, MICHIGAN

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

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Chief Counsel, AGC-1	Date	Concur	Nonconcur

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Associate Administrator for Airports, ARP-1	Date	Approved	Disapproved

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INTRODUCTION

The Capital City Airport, Lansing, Michigan, 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 1994 approved Noise Compatibility Program. The Capital Region Airport Authority submitted an NCP in July 1993 consisting of nine measures. The FAA approved all nine measures in full on January 21, 1994. Noise Exposure Maps (NEMs), as a part of the 1994 NCP, were accepted by the FAA on June 29, 1993.

This document is an update to the original Noise Compatibility Program approved by the Federal Aviation Administration (FAA) in 1994. The NCP lists six measures, which continue or expand the intent of the approved 1994 NCP. The FAA groups these measures into three categories: noise abatement (0), land use (4), and program management (2). Of the fifteen (15) measures considered, eight (8) were not recommended by the sponsor and one (1) has been completed so no further action is required. The Capital Region Airport Authority recommends six (6) measures in its updated NCP to remedy existing noise problems and prevent future non-compatible land uses. Of the six (6) land use measures, four (4) continue on from the 1994 NCP and two (2) are not recommended for implementation. Of the three (3) program management measures considered, two (2) are new measures to be implemented from this NCP. The recommended program measures are summarized in Page V-2 of the Noise Compatibility Program Report, Volume II.

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 Capital Region Airport 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 – Land Use Planning Measures

LU-1. Encourage real estate sellers to provide notification of potential noise impacts. (Noise Compatibility Program Report, Volume II, page III-4)

Description: This preventative land use management strategy would involve coordination with the local jurisdictions and discussion and coordination with local realtors, developers, and title companies. A voluntary disclosure program could provide some means of informing potential homebuyers of the possibility of aircraft noise exposure in the environs of the Airport. A voluntary program could include educational outreach to real estate agencies and agents, distribution of noise exposure maps and information to realtors, posting noise exposure maps on the Capital Region Airport Authority's (CRAA) website, and making noise exposure maps available through local jurisdictions that work with prospective home buyers and home builders.

FAA Action: APPROVED.

LU-2. Revision of Building Codes. (Noise Compatibility Program Report, Volume II, page III-5)

Description: This measure is intended to encourage local jurisdictions to develop policies related to aircraft noise impacts to guide local land use decisions and encourage development compatible with aircraft operations in the airport environs, reducing the introduction of new land uses that could be incompatible with aircraft noise. Combined with zoning, improved noise insulation standards offer a means of achieving land use compatibility in areas exposed to aircraft noise without causing any undue disruption to existing land use or future plans. If this measure is approved, the local jurisdictions could become eligible to receive federal funding to prepare modifications to building codes that would include sound insulation for buildings in airport noise zones.

FAA Action: APPROVED. FAA's policy is that new noise sensitive land uses should be prevented from developing around airports or, in cases where prevention is not feasible, they should be rendered compatible with noise exposure levels through measures such as sound insulation during construction. While the FAA prefers no new noise-sensitive development, in cases where the airport sponsor does not control land uses, sound attenuation for new construction would provide compatibility with the airport. The Federal Register April 3, 1998 (63 FR 16409, 16411-16412). Part 150 provides that, where the community determines that residential or school uses must be allowed in the 65 DNL dB contour, measures to achieve outdoor to indoor noise level reductions (NLR) of at least 25 dB and 30 dB should be incorporated into building codes. 14 C.F.R. Part 150, Table 1. 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.

LU-3. Environmental Review Process. (Noise Compatibility Program Report, Volume II, page III-5)

Description: This preventative land use management strategy would ensure close coordination between CRAA and local jurisdictions in preventing the development of incompatible land uses in the Airport environs. In addition to an environmental review process, the implementation of a process to review building permits in the Airport vicinity would cause any noise impacts to be determined before construction approval.

FAA Action: APPROVED. FAA's policy is that new noise sensitive land uses should be prevented from developing around airports or, in cases where prevention is not feasible, they should be rendered compatible with noise exposure levels through measures such as sound insulation during construction. While the FAA prefers no new noise-sensitive development, in cases where the airport sponsor does not control land uses, sound attenuation for new construction would provide compatibility with the airport. The Federal dated Register April 3, 1998 (63 FR 16409, 16411-16412). Part 150 provides that, where the community determines that residential or school uses must be allowed in the 65 DNL dB contour, measures to achieve outdoor to indoor noise level reductions (NLR) of at least 25 dB and 30 dB should be incorporated into building codes. 14 C.F.R. Part 150, Table 1. 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.

LU-4. Comprehensive Planning Revision. (Noise Compatibility Program Report, Volume II, page III-5, III-6)

This preventative land use management strategy would help prevent future incompatible land uses from developing within areas exposed to 65 DNL and greater by establishing zoning or other land use controls in those areas that may be exposed to aircraft noise in the Airport environs.

FAA Action: APPROVED.

3 – Program Management Measures

PM-1. Public Outreach. (Noise Compatibility Program Report, Volume II, page IV-2)

Description: This is a new program management measure. This program management strategy would be an ongoing effort by the CRAA to develop community awareness about noise impacts at the Airport. The actions involved in implementing a measure of this nature would include the presentation of the noise exposure maps at outreach efforts, such as public workshops related to Airport activity, to demonstrate proactive community notification. This effort would increase public awareness of aircraft noise conditions and the Airport's current situation.

FAA Action: APPROVED.

PM-2. Update Noise Exposure Maps. (Noise Compatibility Program Report, Volume II, page IV-2)

Description: This is a new program management measure. This program management strategy would provide the Airport and the FAA with the tools (specifically NEMs) necessary to determine when a change in aircraft activity or airport environs results in an incompatible land use. By taking this proactive approach, the Airport would be in the position to be able to abate or mitigate the noise impact while it is still minimal.

FAA Action: APPROVED.