

FAR Part 150 Noise Compatibility Program Checklist

I. IDENTIFICATION AND SUBMISSION OF PROGRAM:	Page Number
A. Submission is properly identified:	
1. FAR 150 NCP?	Yes, Cover, Cover Letter
2. NEM and NCP together?	Yes
3. Program revision?	N/A
B. Airport and Airport Operator's name identified?	Yes, Cover, Flysheet
C. NCP transmitted by airport operator cover letter?	Yes
 II. CONSULTATION:	
A. Documentation includes narrative of public participation and consultation process?	Yes, J.1, Appendix
B. Identification of consulted parties:	
1. All parties in 150.23(c) consulted?	Yes, J.1, Appendix
2. Public and planning agencies identified?	Yes, J.1, Appendix
3. Agencies in B.2., above, correspond to those indicated on the NEM?	Yes, J.1, Appendix
C. Satisfies 150.23(d) requirements:	
1. Documentation shows active and direct participation of parties in B, above?	Yes, J.1, Appendix
2. Active and direct participation of general public?	Yes, J.1, Appendix
3. Participation was prior to and during development of NCP and prior to submittal to FAA?	Yes, J.1, Appendix
4. Indicates adequate opportunity afforded to submit views, data, etc.?	Yes, J.1, Appendix

- D. Evidence included of notice and opportunity for a public hearing on NCP? Yes, Appendix
- E. Documentation of comments:
1. Includes summary of public hearing comments, if hearing was held? Yes, J.1, Appendix
 2. Includes copy of all written material submitted to operator? Yes, Appendix
 3. Includes operator's responses/disposition of written and verbal comments? Yes, J.1
- F. Informal agreement received from FAA on flight procedures? N/A
- III. NOISE EXPOSURE MAPS: [150.23, B150.3, B150.35 (f)]**
 (This section of the checklist is not a substitute for the Noise Exposure Map checklist. It deals with maps in the context of the Noise Compatibility Program submission.)
- A. Inclusion of NEMs and supporting documentation:
1. Map documentation either included or incorporated by reference? Yes, D.48, I.5
 2. Maps previously found in compliance by FAA? Yes
 3. Compliance determination still valid? Yes
 4. Does 180-day period have to wait for map compliance finding? No
- B. Revised NEMs submitted with program:
 (Review using NEM checklist if map revisions included in NCP submittal)
1. Revised NEMs included with program? N/A
 2. Has airport operator requested FAA to make a determination on the NEM(s) when NCP approval is made? N/A
- C. If program analysis used noise modeling:
1. INM or HNM, or FAA-approved equivalent? Yes, C.34
 2. Monitoring in accordance with A150.5? Yes, C.34
- D. Existing condition and 5-year maps clearly identified as the official NEMs? Yes, D.48, I.5

IV. CONSIDERATION OF ALTERNATIVES: [B150.7, 150.23 (e)]

- A. At a minimum, are the alternatives below considered?
- | | |
|---|---------------|
| 1. Land acquisition and interest therein, including air rights, easements, and development rights? | Yes, H.4, H.8 |
| 2. Barriers, acoustical shielding, public building sound proofing | Yes, H.4-H.5 |
| 3. Preferential runway system | Yes, F.19 |
| 4. Voluntary Flight procedures | Yes, G.5-G.73 |
| 5. Restrictions on type/class of aircraft (as least one restriction below must be considered) taking into account applicable legislation (49 U.S.C 47521 et. seq.), powers and duties of the Administrator, and grant assurances. | |
| a. deny use based on Federal standards | Yes, F.5-F.9 |
| b. capacity limits based on noisiness | Yes, F.5-F.9 |
| c. mandatory noise abatement takeoff/approach procedures | Yes, F.1-F.19 |
| d. landing fees based on noise or time of day | Yes, F.9 |
| e. nighttime restrictions | Yes, .F.9 |
| 6. Other actions with beneficial impact not listed herein | Yes, E.1-E.19 |
| 7. Other FAA recommendations (see D, below) | N/A |
- B. Responsible implementing authority identified for each Considered alternative? Yes
- C. Analysis of alternative measures:
- | | |
|---|----------------|
| 1. Measure clearly described? | Yes, G.1-G.122 |
| 2. Measures adequately analyzed? | Yes, G.1-G.122 |
| 3. Adequate reasoning for rejecting alternatives? | Yes, G.1-G.122 |
- D. Other actions recommended by the FAA:
Should other actions be added? N/A
(List separately, or on back, actions and discussions with airport operator to have them included prior to the start of the 180-day cycle. New measures adopted by the airport sponsor must be subject to consultation before they can be submitted to the FAA for action. (See E., below)

V. ALTERNATIVES RECOMMENDED FOR IMPLEMENTATION:

[150.23 (e),B150.7, B150.35 (b), B150.5]

A. Document clearly indicates:

- | | |
|---|-------------------|
| 1. Alternatives recommended for implementation? | Yes, I.1-I.49 |
| 2. Final recommendations are airport operators',
not those of consultant or third party? | Yes, Cover Letter |

B. Do all program recommendations:

- | | |
|---|---------------|
| 1. Relate directly or indirectly to reduction of noise
and noncompatible land uses?
(Note: All program recommendations, regardless of
Whether previously approved by the FAA in an earlier
Part 150 study, must demonstrate a noise benefit if the
airport sponsor wants FAA to consider the measure for
approval in a program update. See E., below) | Yes, I.1-I.49 |
| 2. Contain description of contribution to overall
effectiveness of program? | Yes, I.1-I.49 |
| 3. Noise/land use benefits quantified to extent possible? | Yes, I.5-I.49 |
| 4. Include actual/anticipated effect on reducing noise
exposure within noncompatible area shown on NEM? | Yes, I.1-I.49 |
| 5. Effects based on relevant and reasonable expressed
assumptions? | Yes, I.1-I.49 |
| 6. Have adequate supporting data to support its contribution
to noise/land use compatibility? | Yes, I.5 |

C. Analysis appears to support program standards
set forth in 150.35 (b) and B150.5?

Yes, I.1-1.5

D. When use restrictions are recommended:

- | | |
|---|-----|
| 1. Does (or could) the restriction affect Stage 2 or Stage 3
aircraft operations (regardless of whether they presently
operate at the airport)? (If restriction affects Stage 2 helicopters,
Part 161 also applies.) | N/A |
| 2. If the answer to 1. is yes, has the airport operator completed
the Part 161 process and received FAA Part 161 approval
for a restriction affecting Stage 3 aircraft? For restrictions
affecting only Stage 2 analysis and consultation process re-
quired by Part 161? | N/A |
| 3. Are alternative with potentially significant noise/compatible
land use benefits thoroughly analyzed so that appropriate
comparisons and conclusions can be made? | |

4. Did the FAA regional or ADO reviewer coordinate the use restriction with APP-600 prior to making determination on start of 180-days?
- E. Do the following also meet Part 150 analytical standards:
1. Formal recommendations which continue existing practices? Yes, I.8-I.49
 2. New recommendations or changes proposed at end of Part 150 process? Yes, I.8-I.49
- F. Documentation indicates how recommendations may change previously adopted plans? Yes, I.8-I.49
- G. Documentation also:
1. Identifies agencies which are responsible for implementing each recommendation Yes, I.9-I.49
 2. Indicates whether those agencies have agreed to implement? N/A
 3. Indicates essential government actions necessary to implement recommendations? Yes, I.9-I.49
- H. Time Frame:
1. Includes agreed-upon schedule to implement alternatives? Yes, I.9-I.49
 2. Indicates period covered by the program? Yes, Cover Letter, I.1-I.8
- I. Funding/Costs:
1. Includes costs to implement alternatives? Yes, I.9-I.49
 2. Includes anticipated funding source? Yes, I.9-I.49
- VI. **PROGRAM REVISION:** [150.23 (e) (9)]
 Supporting documentation includes provision for revision? N/A